

THE
North-China Herald
AND
SUPREME COURT & CONSULAR GAZETTE.

VOL VI., No. 194. SHANGHAI, JANUARY 18, 1871. PRICE, Tls. 12 ½ AN.

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ADVERTISEMENTS.

NOTICE.

THE partnership hitherto existing between us, under the style of ALT & Co., expired by efflux of time on December 31st 1870, on which date our interest and responsibility in the firm ceased.

All liabilities will be discharged and all debts collected by Mr. W. ALT, who will sign the firm in liquidation.

Mr. H. J. HUNT will sign ALT & Co. in liquidation per procuracy at Nagasaki.

Mr. W. MOURILYAN will sign ALT & Co. in liquidation per procuracy at Hiogo—Osaka.

W. J. ALT.

RICHARD LINDAU.

Nagasaki and Hiogo—Osaka, Jan. 14th, 1871.

NOTICE.

REFERRING to the above advertisement, the business of ALT & Co. at this port will henceforth be continued by the undersigned under the same style and firm as heretofore.

H. J. HUNT.
F. HELLYER.

Nagasaki, January 1871.

NOTICE.

REFERRING to the above advertisement, the business of ALT & Co. at this port will henceforth be continued by the undersigned under the style and firm of MOURILYAN, HEIMANN & Co.

W. MOURILYAN,
CHARLES A. HEIMANN.

Hiogo—Osaka, January, 1871.

NOTICE.

THE business hitherto carried on by the undersigned has been transferred to MOURILYAN, HEIMANN & Co.

C. A. HEIMANN & Co.

Hiogo, January, 1871. 4 19ap

AVIS.

Faillite Théric & Co.

M. M. les Créanciers dans cette faillite dont les titres n'ont pas encore été acceptés, sont invités de se mettre en règle avant le 4 février prochain; à moins de se voir exclus de la répartition de l'actif.

Le Syndic de la faillite,

JULIUS BERNARD,

Shanghai, le 16 Janvier, 1871.

NOTICE.

Bankrupt Estate of Théric & Co.

CREDITORS of the above Estate who have not already proved their debts, are requested to do so on or before the 4th February next, or they will be excluded from participating in the dividend to be declared.

JULIUS BERNARD,

Assignee, Estate of Théric & Co.

3 4fe Shanghai, 18th January, 1871.

Miscellaneous Intelligence.

BIRTHS.

On the 14th inst., at Shanghai, Mrs. W. RENE of a son.

At Hankow, on 13th January, Mrs. H. F. RAMSAY, of a son.

DEATH.

At Foochow, on the 2nd inst., EDWIN PETRE GALTON, youngest son of Edmund John Galton, Esq., Brixton Rise, Surrey, aged 21 years.

LATEST DATES.

England, (tel.)...	Dec. 19	Hankow, ...	Jan. 13
San Francisco, ...	1	Yokohama, ...	" 3
Hongkong, ...	Jan. 11	Nagasaki, ...	" 12
Tientsin, ...	" 3	Foochow, ...	" 5

Latest dates in England, from China,—
Hongkong, ... Oct. 11 } Received via Brindisi
Shanghai, ..., " 4 } Nov. 19th.

THERMOMETER—SHANGHAI.

DATE.	1871.		1870.	
	Night. Min.	Day. Max.	Night. Min.	Day. Max.
Jan. 11	34	50	29	34
" 12	40	45	24	34
" 13	40	46	23	39
" 14	31	43	24	45
" 15	26	40	28	49
" 16	24	43	38	53
" 17	30	48	31	45

PASSENGERS.

ARRIVED.—Per "Oregonian" From San Francisco—Mrs. W. A. West, Messrs. W. Mustard, C. C. Kendall, Thomas Williams, and P. Walters. From Yokohama—Messrs. R. B. Baker, and E. S. Polley. From Hiogo—

Mr. Sabki, and servt. Per "Phase." From Marseilles—Bishop Languillat, Mons. De Cretry, family and 2 European servts., Mr. and Mrs. Dawson, and 3 French Missionaries. From Saigon—3 French Marines. From Hongkong—Mrs. Bell, and Mr. H. Boyer. Per "Glengyle." From Hongkong—Capt. Barton, Mrs. Barton and family, Miss Kate Arnold, Messrs. C. Burdugue, D. M. David, and W. Pardon. Per "Nanzing," from Foochow—Messrs. Noyley, Hansen, Rusden, Haigh, Wylie, and 10 Chinese. Per "Kiangse" from Ningpo—Messrs. J. I. Miller, R. Fergusson, R. S. Gundry, and W. J. Sloman. Per "Chusan" from Hankow—Messrs. Ballance, Mackenzie, and Majorbanks. Per "Rona" from Hankow—Mr. C. George. Per S. S. "Costa Rica" From Yokohama—Miss Douglass, Mrs. Williams, Mr. Geo. Smith and 2 Chinese. From Hiogo—Messrs. H. Smith and servant, J. Demsey and 4 Chinamen. From Nagasaki—Messrs. Brumeister and servt., Crawford and servt., one Japanese and 6 Chinamen.

DEPARTED.—Per "Venus" for Hongkong—Mr. L. Soullier, and Circus Troupe. Per "Golden Age," For New York—Messrs. H. C. Lowe, and J. Pastorias. For San Francisco—Capt. C. S. Forbes. Per "Peiho." for Hongkong—Hon. W. Keswick, and 30 Chinese. Per "Kiangse" for Ningpo—Messrs. J. I. Miller, R. S. Gundry, and R. Fergusson.

METEOROLOGICAL TABLE.

(WOOSUNG.)

Date 1871.	Time of High or Low Water.	Water on Bar.	Wind.	Force.	I.	Bar.	Ther.
Jan. 8 L.W.	9.16	12.08	N.W. by N.	1	b	30.45	42
" 8 H.W.	2.04	12.08	East	1	b	30.50	44
" 9 L.W.	9.54	12.00	N. N. W.	3	c	30.35	41
" 9 H.W.	2.28	12.06	N.W. by N.	2	c	30.21	42
" 10 L.W.	10.29	12.02	N. by W.	1	m	30.36	41
" 10 H.W.	3.04	12.06	S.E. by E.	1	b	30.25	42
" 11 L.W.	12.05	12.00	S.E. by S.	2	r	30.16	47
" 11 H.W.	2.36	12.00	S. S. E.	1	r	30.03	37
" 12 L.W.	11.37	12.05	N.W. by W.	2	m	30.11	47
" 12 H.W.	4.22	20.11	N. W.	1	m	29.10	44
" 13 L.W.	11.42	14.02	N. N. E.	2	c	30.27	46
" 13 H.W.	4.56	21.05	"	4	c	30.26	43
" 14 L.W.	0.14	13.03	N. N. W.	4	c	30.36	42
" 14 H.W.	5.38	23.05	"	5	c	30.40	39

EXPLANATION

F. Force (1 to 12.) I. Initials; b. blue sky; c. clouds; f. fog; h. hail; l. lightning; m. misty (hazy); o. over-cast (dull); r. rain; s. snow; t. thunder; . calm.

The publication of the *North-China Herald* and *Supreme Court & Consular Gazette* commenced at 6 P.M.

The North-China Herald.

IMPARTIAL, NOT NEUTRAL.

SHANGHAI, WEDNESDAY, JAN. 18, 1871.

Tea. In our Review of the Tea season just past, we have to chronicle an exceptional year—exceptional in its profitable results to those engaged in it. We hardly know whether or not to congratulate our readers on this fact; we congratulate

late them on the profits won, but we can scarcely congratulate them on the fact of this being an exceptional feature. Since 1865 we have had nothing but losses to register, notwithstanding, or rather because, the figures have exhibited a most prosperous increase in the shipments. But this apparent paradox is the key to the prosperity of the trade, as all those engaged in it know. Failing crops represent, as a rule, profit to the merchant and an enhanced cost to the consumer; excessive crops, the reverse. From the point of view of the China merchant, the short crop of 1870 is a decided subject of congratulation, and the falling off shown in our export trade a healthy feature of it, at last realizing hopes deferred during fine long years of loss.

For indeed, it is an indisputable fact, and a lamentable one to the distributor, that the yield of tea in China has been steadily outstripping the consumption. With increasing yield has come inferior quality, the object of the grower being quantity, the rates of the price paid for quality being, until quite recently, not sufficiently high to compensate the producer for a lesser quantity; and hence, everything in the shape of leaf has been eagerly packed, the Chinese having found that they could never pack too much for the demand—the demand in China. Everything brought down for sale—Maloo, willow leaf, stalks, sweepings, dust—has found a ready market; and the country, between the seasons, has been entirely denuded. In the Home markets, on the other hand, the stock carried between the seasons has grown heavier and heavier, while quicker communication has, more and more, obviated the necessity of those stocks; and hence the Importer has stood entirely at the consumer's mercy. With India reduced to barely one, and China to two months' distance, London could afford to await its regular supply, with the assured certainty of a well stocked market to meet all its wants. Meanwhile, a surplus stock of seven or eight months' consumption was being steadily pressed for sale. Nothing but reduced exports could remedy such a position; and this remedy, the short yield of the past season has at length brought us.

The season opened in Hankow in May, as usual; the first two chops being bought on the 19th, five days earlier than in 1869. These teas were from the Ningchow district, and had been sent up from Kiukiang for sale; they were settled at the price of 71s. 40 delivered in Shanghai, equal to 2s. 2d. per lb. delivered in London. During the following week, large purchases were made, 2s. 4½d. being the highest price paid. The quality was considered good, though nothing extraordinary, the best judges indeed characterised the crop as generally wanting in strength, though of fine flavour. No less than four steamers were at Hankow, awaiting the opening of the season; and their loading gave rise to considerable competition, which rapidly cleared the market. Two, the "Erl King" and "Diomed," filled up in little more than a week, passing Woosung outward bound on the 8th and 9th June respectively. The rate of freight by these first steamers was £7 per ton

of 40 feet, being £1 less than in the previous season, and an additional 10s. per ton was promised to the first steamer Home. This bonus was gained by the "Erl King," after a close race with the "Diomed;" the two steamers arriving in the Thames, the former on the 3rd, and the latter on the 4th August, the run having been made in 56 days against the monsoon. The only direct sailing vessel from Hankow to London was the "Titania" which, with the other two steamers, the "Agamemnon" and the "Oberon," sailed in the middle of the month. It is probable that this will prove to be the last sailing vessel from that port, there having been a steady decrease in the number of direct ships each year the port has been open, from 1861 downwards. In fact, we are of opinion that, had not the Suez Canal, with its facilities for direct steamers, come to the rescue, the whole trade would have returned to Shanghai, and thus again have concentrated the buying here, and deprived the Chinese of the choice of the two competing markets they now possess. As it is, after the first rush is over, the greater portion of the crop finds its way to Shanghai for sale; the admirable arrangements of the Shanghai Steam Navigation affording every facility to the Chinese teamen to store their goods here; while at Hankow and Kiukiang they can be transhipped direct from the up-country junks on board the steamers. Indeed, but for the fact that our chief firms are heavily interested in establishments at these ports, inaugurated under expectations since disappointed, it is probable that both Kiukiang and Hankow would have been abandoned as buying marts, some years since.

A few days after the first arrivals in Hankow, samples of the new teas were shown here; but, our chief buyers being still absent up the River, little was done until after their return, about the middle of June, when considerable settlements were made; shortly afterwards, operations were temporarily checked by a continuance of unfavorable telegrams from Home; in fact our chief experts were unanimous in quoting rates as 2d. per lb. above latest London value. Under these circumstances, the Stock was allowed to accumulate until near the end of June, when it reached over 100,000 chests. By this time teamen began to show some anxiety to sell, while buyers on the other hand received encouragement by the news from Foochow, where a month had already passed without any business being done. This led to a more active market here, and by the middle of July nearly the whole first crop—about 300,000 chests—had been bought. The commonest descriptions, from the Oonam districts, had now fallen to 18½d., equaling 1s. 0½d. per lb.; a higher price than the experience of the previous season seemed to justify, while the number of steamers loading for the Suez Canal route seemed to presage a recurrence of the disasters of the past few years. From these, however, we were fortunately saved by the determination of the Foochow teamen, who, judging themselves from the course of former seasons, imagined they had only to hold firm in order to bring the foreigner to

their terms sooner or later. Such, however, had been the losses from that port in 1869 that, purely in the absence of any combination or apparent previous determination, a stand was made during nearly two months; and it is to this lucky but unforeseeable incident that we owe one of the most prosperous seasons within the memory of the present generation of tea-shippers.

The first two cargoes met an unusually active demand in London, and were rapidly sold at prices ranging from 1s. 10d. to 2s. 6d. per lb., leaving profits that, but for the high rate of freight, would have been brilliantly large. As early as the 18th August, however, when the third steamer, the *Agamemnon*, had arrived, the London reports stated that "a declaration of an unreserved sale of a portion of her cargo, coupled with heavy reductions submitted too in several quarters, had quite paralysed the market, and that dealers were unwilling to buy except at rates at which a loss seemed probable, while many of the best teas proved to be in transit for Russia, and were consequently not offered." It seemed then for a time that Importers were still at the Dealer's mercy, but the lull was only temporary, and as high as 2s. 8d. was subsequently realised for choice lots. The best proportionate rates were, however, obtained later, for the medium and common teas, the very sorts on which in previous years the heaviest losses had been made. These teas were found to possess a flavor and fragrance which had escaped the notice of China experts, and were consequently ranked much higher at Home than here. It is probable that the crusade against bad tea-leads and indifferent packing, which has been carried on of late with so much difficulty, has at last had its effect, and that a marked improvement in this respect, coupled with the shortening of the sea voyage, has led to the teas being landed in England fresh and brisk as we find them in China. Nor must it be forgotten that the Assam crop, on which dealers had hitherto depended for strengthening and improving common China tea, was this year a partial failure, and they were therefore driven back on the medium China teas, as of old. This fact also explains the neglect with which the common teas have been met, and that, while medium Congous have advanced from 1s. 2d. to 1s. 8d., common is still quoted at 10½d. Such a conjuncture—a failure in India, with a short crop and delay of shipments in the South, but a fine crop of Black Leaf Congous here in the North—is as fortunate as it was unexpected.

The news of the outbreak of war in Europe, which reached us in August, tended still further to delay shipments. For a time, exchange operations were largely curtailed, many Home orders were cancelled, and competition was much reduced. It was soon seen, however, that there was little fear of the conflagration spreading, and that the war would probably be confined to a duel between France and Prussia. Confidence was fully restored in September; and prices from this time onwards grew firmer, until at last, as the teas grew daily more common, quotations mounted fully up to if not above the equivalent of the advanced London value.

Owing to the high country cost, the teamen, however, were still losing money, and they have consequently shewn little inclination to push the manufacture of third crop teas to an extreme. We are thus fortunately without a great portion of the rubbish which clogged our markets at the close of the last season. The export from this port (in which the Hankow teas are included) now promises not to exceed last year's, while from Foo-chow and Canton a deficiency is certain. It is also a matter for congratulation that common Congou is still quoted from London as low as 10½d., for any deficiency that may be probable can be well borne there, the stocks usually held between the seasons (amounting to nearly 100,000,000 lbs. in 1870) being much more than, with modern means of communication, the trade requires to be carried over.

From the 8th of June to date, no less than 21 steamers have sailed by the Canal route, taking between them nearly one-third of the crop; it seems likely that next year one-half, or more, of the teas will take this route. Already a fortnightly line is advertised for the coming season, by the "Ocean" Company; and with the completion of the electric telegraph, the result of shipments will be known here so quickly that the excessive speculation, which has always been a peculiar feature of the trade, will be considerably lessened. At the same time the whole crop will probably be dispatched with greater rapidity than ever, and shippers will have to be careful to ship teas that will bear holding, or a great temporary collapse may occur. By many this change is looked upon with dread, but to us it appears as the welcome means of putting an end to the disasters which have repeatedly decimated the trade.

Another fact worthy of record is the despatch of the first cargo of Northern teas to Australia. The "Saint Albyn's Isle" sailed from Hankow direct to Melbourne in June, and we hear that the result has fully justified the enterprise, and is likely to lead to a regular business between the two ports.

The direct shipments to Russia that were talked of at the beginning of the season, have not been inaugurated this year. The steamer "Diomed" was at one time advertised to load for Odessa, but we believe it was found that the Russians were not yet prepared for the change. We hear that arrangements to adopt this route are in contemplation, and that it is not unlikely a commencement will be made next season. The revolution that the Suez Canal was destined to make in the trade between Europe and the East, has actively begun, and it seems merely a question of time as to what extent the ports on the Mediterranean and adjacent seas will take advantage of it.

The export from Hankow reached a total this season of 43,770,000lbs. against 50,000,000lbs. in 1869, shewing but little change. It was thus distributed:—

Settlements for London (direct and transhipment)	17,545,000lbs.
For Russia, do. do.	6,785,000 ..
For Australia (direct)	450,000 ..
Sent forward to Shanghai for sale there	24,990,000 ..
Total	49,770,000lbs.

The export of Black Tea from Shanghai (in which Hankow settlements are included) for the twelvemonth, 1st January to 31st December 1870, amounted to 63,025,983lbs. against 59,990,709lbs. in 1869, showing an increase of about 3,000,000lbs. derived mainly from the Kiukiang districts, Hohow and Ningchow. The Seasons are now becoming more and more conferrinous with the Years, so that we are enabled to make up our annual Review immediately on the close of the old year, and at the same time, in the same figures, present with only a trifling discrepancy, a summary of the business of the season.

Summary of News.

The French mail arrived on the 13th instant, with papers to the 25th November and telegrams to the 19th Dec. The Germans have occupied Vierzon, Blois, Beaumont, and Havre; and two of the last of the chains of fortresses besieged, Montmedy and Phalsburg, have capitulated. A heavy battle has been fought at Tours, the temporary seat of Government, which has also fallen into the hands of the enemy. No shrinking from their resolve to resist to the last seems, however, to have betrayed itself at Paris; though the forts are reported quiet. The number of encounters briefly recorded in the telegraphic news shows that a good deal of fighting goes on, but apparently with varying fortune, except in the engagements noticed above. A blockade of Havre, Dieppe and Fecamp, has been declared on the part of the French, with a view, no doubt, to prevent the Prussian forces reaping any advantage from their vicinity to the coast. A question regarding the manner in which the Duchy of Luxembourg preserved her neutral attitude, raised by Prussia, seems to have been settled by "assurances and explanations given by Luxembourg." The Eastern question presents no new phase, but a telegram of the 11th says "an interview between Ali Pacha and General Ignatieff reported unsatisfactory."

A homeward mail leaves to-morrow by the P. & O. steamer *Ottawa*.

The following ships have arrived during the fortnight:—*Cuermarthenshire*, *Alhura*, *London Castle*, *Antipodes*, London; *Andromeda* and s.s. *Nestor*, Liverpool; *Jules Dufaure*, Borneo; *Maria Rickmers* and *Mary Blundell*, Cardiff.

And the following have sailed:—*James S. Stone*, New York; *Athena*, Montreal.

A meeting of the U. S. N. Company was held on the 16th instant. The accounts for the half year show a net profit of £14,000; but this had been more than swallowed up in a loss of £18,000 sustained by the bankruptcy of the late agents. The results of the half year's working do not compare favourably with 1869; but it is satisfactory to learn that the three months elapsed since the 30th Sept. show a great improvement. The question of raising money by debentures, to pay off the purchase money upon the *Glenyle*, was mooted, but consideration was adjourned. Messrs. Francis, Ashton, Probst, Ringer,

S. Brown, Hip mow-kong and Amook are Directors for the current year.

The great social event of the week has been a Ball given by the Mih-ho-loong Company of the Shanghai Volunteer Corps, and which proved one of the most successful ever given in Shanghai. The Club rooms were tastefully decorated, and arranged with every care for the comfort of the guests. The decorations were in admirable taste; the music was good, the supper excellent, and the dancing was kept up with spirit till a very early hour. Every one who was there, will endorse the courteous wish expressed by the hosts, that this may be the first of many equally pleasant parties, to be held in successive years; but we do doubt whether any one will believe their assurance "that they will do better next time." It is impossible to improve upon a complete success.

An official enquiry was held on Friday, at the British Consulate, before H. M. Acting Chief Judge, H. B. M.'s Consul, and Mr. Boyce, into the circumstances attending the late disastrous fire, by which the Government offices were destroyed. Nothing transpired as to the origin of the catastrophe; on the contrary the evidence went to shew that the compradore had not omitted his everyday practice of visiting the rooms after office hours, that the office coolie had carefully raked out all traces of fire from the grates before retiring for the night, and that the watchman had twice gone the rounds, and peeped into the several rooms to ascertain that all was safe. Mr. Smith, too, in whose room the fire to all appearance broke out, deposed, that on that particular evening he noticed before leaving office that the fire in his grate was all but extinguished. It seemed inexplicable, therefore, that the fire should have caught from the grate and smouldered for any length of time, without betraying itself in one way or another. As regards the progress of the flames, it came out that they were first detected by the watchman on his third round. All the witnesses agreed that, when discovered, the fire was confined to a circular spot in the centre of the ceiling of the office in which it was first seen; and that it was then, and for a full hour and a half afterwards, quite within command, had there been but a reasonable quantity of water and the usual appliances at hand, to be directed against it. The verdict of the Court has not been made public.

The Supreme Court has now been removed, from the offices occupied in the first emergency, to the more commodious premises in the Peking Road known as "Whashing."

About eighteen months ago, we gave some details of the principle of Chinese criminal jurisprudence, showing that it is conceived less with the design of punishing guilt, than of affording compensation for injury. Chinese law does not punish according to the heinousness of the crime, but to the extent of the harm inflicted. The Mixed Court has often given us instances of this, but never probably a more clear one than on Thursday. The bar-keeper at the Racket Court was charged with stealing liquor. 200 bottles of sodawater and lemonade, 1½

doz. of brandy, sundry bottles of champagne, sherry and etceteras had disappeared, and the guilt of the accused was proved to demonstration. Duplicate keys of the store-room were found in his possession, and two bottles of brandy under his bed. The two objects at which European justice would have aimed, in this case, would have been to recover the lost property and to punish the thief. But the Chinese Court regards this as a reduplication. Either one of the objects is sufficient. The culprit offered to make good the loss, and the magistrate asked the prosecutor which he would prefer—to receive the money, or to have the culprit bamboozed and cangued. As the money of others was in question, the prosecutor thought he would be doing rightly in selecting the first alternative—if an alternative only were offered. But then the prisoner put in a claim for wages due to him, as a set-off; and when this was admitted by the Court, actually pleaded for a New Year's *cumshaw*, and Chén soberly consulted the prosecutor as to his view of the request. The whole thing appears, from our point of view, so outrageous as to be incredible. But, viewed from a Chinese standpoint, the scene is altogether changed. From the moment the compensation for loss is offered and accepted, the injury done by the thief is effaced, and nothing remains to be punished. The servant's own claims then come up as a separate and distinct matter; and are adjudicated upon as such. It is the old tale; in this as in other respects, Chinese civilisation is of the most primitive kind. It has perceived the necessity for affording protection to property; but it has not perceived that the punishment of crime, as such, is a necessary measure of prevention.

We mentioned, a few weeks ago, that the S. S. N. Co. had presented to Capt. Steele of the *Manchu*, a handsome service of plate, in recognition of the promptitude and energy he displayed in taking measures to aid in defending the Foreign Settlement, after the massacre of Tientsin. We are glad now to learn that the thanks of the British Government have been formally communicated to him, at the instance of Admiral Kellett, through the Foreign Office at Washington. It fell to Captain Steele's lot to take an active part in defensive measures not only at Tientsin but at Chefoo, where he also stayed for 24 hours during a period of excitement; and the foreign communities of both ports will be glad to learn that his services have been fitly recognised.

We are glad to hear that another march out and sham fight are to happen to-morrow. The neighborhood of the Soochow Creek is to be the scene of action.

We have to acknowledge a copy of the "China Directory for 1871," published at the "China Mail" office, Hongkong. A Directory is almost an impossible thing to review; and we can only say that the one before us appears to be well compiled. It comprises lists of residents at the various treaty ports in China and Japan, and at Saigon, Bangkok and Sarawak; various official regulations which are interesting to residents in Hongkong; and a number of advertisements which, of course, are interesting to every one.

Mr. J. B. Hentig, to whose arrest in Hongkong on a charge of obtaining a sum of money under false pretences, we referred last week, has been brought up in the *Nestor*, to have the charge against him investigated.

The Refuge for Chinese beggars, at Sinza continues in full working order. The beggars are now employed in digging out the Defence Ditch—the mud excavated being placed, as a rampart, along the bank. Several abominable ponds have been already filled up by them; and even the Sinza village has been made to look comparatively clean.

At the election for No. 1 Engine Co. S. F. D., held on Friday, the following appointments were made:—J. Howes, foreman; Reichler, assist. foreman; T. G. Smith, leading hoseman; G. H. Thompson, assist. hoseman; S. A. Nathan, suction hoseman; C. Walsh, assist. suc. hoseman; and A. A. E. da Silva, secretary.

We notice that it has been nearly decided to arm the British line regiments with the Martini-Henry rifle. A series of trials have been lately made, which tend to establish the superiority of this weapon, for general work, over any other yet invented. We venture to bring this fact to the notice of the Shanghai Municipal Council, and to ask them to consider whether it would not be worth while to follow a good example. The Snider is by no means a bad rifle, either. But those with which the Shanghai Volunteer Corps is now armed, are not of first rate quality. They were the best that could be got at an emergency; and the Council very rightly secured them. But it would be worth while, now, to substitute for them a superior weapon; and we have no doubt other purchasers could be found, either in China or Japan, for those now in use.

The body of the late Taotai of NINGPO has been brought up to Shanghai, for transmission to his native place in Tartary. It is now lying in the city, where it will remain until after Chinese New Year.

The negotiations regarding the surrender of FORMOSA are being carried on by Mr. Magniac with the Board of Trade. A copy of the memorial of the Amoy merchants to our Minister at Peking has been received and utilised by Mr. Magniac.

A correspondent writes from KUCHOW in the Chekiang province:—"For a considerable time the garrison of this place has been under constant drill, expecting to be sent to Peking. There they doubtless expected to win for themselves a name; as one remarked to the writer, when calling at the Mission residence, "If there should be war the foreigners could not 'swallow it'." But an order has come revoking the former command to send on forces to the capital. Still, there may be an opportunity offered in another quarter for them to display their prowess, and in a better cause than defending the perpetrators of the Tientsin massacre. Within a few days there has come to the officials of this city, from Ngan-hwei province, a request to prepare and send on troops to repel an irruption of banditti from the Keiu-long-shan, near P'u-cheng in Hwei-chew-fu.

They are said to be robbers who issued from the hills, passed by P'u-cheng, and entered T'song-an-hien, pillaging it. The Chi-hien called on the people to resist them, when the robbers, who numbered several thousands, killed him and carried off many citizens, to force them into their ranks. They are styled, as is usual, T'sai-fei. It is probably only an enlarged eruption, such as is continually afflicting the body politic of this mis-ruled country. The Proclamation from the Chinese Government respecting the Tientsin difficulties has reached this city (as I learn from my teacher, who says he saw it being copied), but it has not as yet been posted. Nevertheless the people seem to think the difficulty about settled, and are generally peaceably disposed toward foreigners."

A PEKING correspondent of the *News-Letter* writes:—"All questions of a foreign political nature appear held in abeyance until spring. The opinion is general that, had Count Rochechouart adopted a more open policy with his colleagues the past summer, a settlement would have been made with advantage to all foreign interests in China. Nowhere more than here, is the action of the French Minister, in accepting the Tls. 460,000 as indemnity for the losses sustained at Tientsin, so deplored. It is true Count Rochechouart says the business is by no means settled, but the Tsung-li-yamen fully consider it so. War is no uncommon topic here, but all depends on the course pursued by the French Government, during the revision of their Treaty. It is said the "audience question" will be demanded as a *sine qua non*, and three other points are spoken of, as follows:—The navigation of all the watercourses of China up to a maximum of 10 feet draught; the appointment of inland Consuls; and the adoption of a code of laws for Mixed Court trials. Rumor has it that Western enterprise will soon find the ways and means of providing steam land carriage in the north, without the use of rails, or appliances so prejudicial to the feelings of the peasantry.

An extraordinary general meeting of shareholders in the Hongkong and Whampoa Dock Company was held at HONGKONG on the 5th instant, for the purpose of taking into consideration the advisability of closing one of the Company's establishments. The Hon. J. Whittall, Chairman of the Board of Directors, pointed out the considerations by which they were urged to such a course. The nett profits for twelve months since the amalgamation had been \$85,000, against a capital of \$1,000,000 and new shares amounting to \$400,000. After discussion, it was proposed by Mr. Hart, seconded by Mr. Lapraik, that the Aberdeen Dock should be closed, and this was carried by 19 to 3 votes. It was explained that the saving would be in salaries, and would amount to about \$10,000 annually, but that work pending would be gone on with; while, if inducement offered to reopen the Dock at any time, that could be done at small expense by sending a portion of the staff from the Kowloon Dock. The wreck of the *Dunmail* has been bought, on account of the underwriters, for \$550.

Editorial Selections.**THE COTTON CROP AND STEAM CARRIAGE.**

THE enormous export of Cotton from Shanghai to Hankow during the last three months shows us, at the same time, the almost marvellous productiveness of the lower plains of China and the equally wonderful capacity of consumption in the interior. Every available steamer has been placed on the line, every hour in port was begrudged; so that, almost on an average, daily steamboats carrying from five hundred to over two thousand tons of cotton have left the premises of the S. S. N. or the Union Companies. Nor does the export as yet show signs of diminution; the wharves and godowns are still crowded, to overflowing with bales waiting for shipment, a scarcely appreciable decrease occurring when one of the large steamers has departed with her load. Roughly speaking, some fourteen or fifteen steamers, the greater number of which are capable of carrying from fifteen hundred to two thousand four hundred tons of cotton, have been engaged in the transport; so that the amount shipped has probably reached by this time the enormous amount of some quarter of a million piculs. We have already drawn attention to the advantage which, in a purely Chinese point of view, the opening of the river to steamers has conferred on the inhabitants of the districts at both ends; we may now fairly supplement what we stated on a previous occasion, by the further remark that, under the old system of conveyance, it would have been a matter of utter impossibility that so large an interchange could have taken place. What fifteen steamers have accomplished in three months, would have probably occupied from eight hundred to a thousand junks of the largest size, some six months. So sudden a call on the resources of the native carrying trade could not have been met, if it was possible to meet it at all, without considerable interference with the general carrying trade of the country. The opening of the river so far as Hankow has thrown such an amount of capital into circulation in Kiangsu, that the effects cannot fail, sooner or later, to make themselves felt. Any prejudices that might have existed in the minds of the people themselves, are rapidly disappearing under the test of experience, and it only remains for the official mind to look at matters in the same practical light. Looking, however, beyond Hankow, we can form an idea of how enormous might be the increase over even the present consumption of cotton. Hunan and Szechuen are taking, we believe, the greater portion of that sent up from Kiangsu. The reports of the delegates of the Chamber of Commerce and of the Baron von Richthofen have explained to us how it is possible that so large an import can be balanced by the productiveness, in other commodities, of those provinces. The import, instead of marking a want experienced from the failure of the ordinary crops, is in fact in a fair way of being permanently established. Hunan and Szechuen can and do produce crops which pay the

husbandman a larger profit than cotton; and with the breaking down of the barriers raised, by an unwise and oppressive Government, to free internal intercourse, must result a permanent import trade. The capacity for consumption of the provinces named seems to be practically limited by the rates at which the lower country can supply the article; and that rate seems, owing to the enormous crop of the last year, to have been sufficiently low. Hunan and Szechuen are not, however, the only districts waiting to be supplied with cotton from the lower Yangtze. The great districts of Central Asia and of North-western China cry equally for the article. Even at present, with no better means of conveyance for so bulky an article, the chief trade of western Hunan consists in the export to Shensi and the far West, of cotton. Of the vicinity of Honan-fu, Baron v. Richthofen speaks in his report:—

“The passage of Honan-fu is the only future gate to the North-western Provinces and Central Asia, from the East. It does not occupy this position at present, nor will it ever do so before railways are built. I hesitate to touch this subject, which to many appears visionary, though probably no foreigner resident in China entertains doubt as to the necessity that railways should, and that in the course of time they will, be built. But if one speaks of the possible means that may be devised to raise to their true value the resources of northern China, one cannot avoid this question; and if anywhere in China it is here, in the region of Honan-fu, where the introduction of modern means of conveyance suggests itself as a step which will be attended with incalculable change of condition.”

Here, at least, we have a question which can be urged and answered satisfactorily, from a completely Chinese point of view. Of all this enormous cotton traffic which has suddenly sprung up under our eyes, the Chinese enjoy every advantage, except the profit on freight—a very inconsiderable item when compared with the value of the trade, yet sufficient, we believe, to have made a year of unexampled prosperity for the Companies owning steamers on the river. When it is added that the Chinese are perfectly free to own shares in those Companies, and that in fact a considerable portion of their capital is really and actually Chinese, we have said enough to show how intimately our interests can lie together. The most ingenious apologist in the service of the Chinese Government can scarcely deny that, here at least, his clients have derived the lion's share; yet we fear that even this fact will fail to convince those at present entrusted with the Government of the country, of their duties and interests. To them, the isolation of the people, and their reduction to a mass of unthinking labourers, seem to be higher objects of government than their elevation in the social and mental scale.

ROAD STEAMERS.

We have more than once, lately, called attention to the enormous export of cotton that is now going on from

Shanghai, and to the advantages which steam navigation affords, in conveying it to its destination. The farmers of Kiangsu find a ready market for their produce; the inhabitants of Hupeh get the staple which they require, cheaply and quickly. It has become an axiom that traffic increases in proportion to the facilities of carriage; and commerce on the Yangtze has certainly grown of late, till it has as far surpassed the carrying capacity of the old junk, as that between Liverpool and Manchester has surpassed the capacity of the barges on the local Canal. It follows that a stimulus must have been given to production, and that the tea farmers of Hupeh and the cotton growers of Kiangsu have reason to regard the introduction of steam on the Great River, as an unmeasured benefit. Even the Chinese officials can hardly be blind to the advantage. Their Customs revenue benefits from the growth of commerce, and their local taxation is gathered with greater facility from a prosperous population. Cannot the Foreign Ministers found upon this experience, a fresh appeal in favour of further improvements in internal communication? Cannot they again urge the growth of commerce with Hankow, as a reason for opening the river to Ichang; and for relaxing, in favour of the border provinces, the restrictions which are now placed on the movements of steamers along its banks? Let the same advantages be asked for the inhabitants of Shantung and Honan, Hunan and Chekeang, by opening the Yellow River, the Sze-kiang, and the Tsientang; and let steam carriage be again advised in those districts where land transport only is possible. When Foreign residents asked that these things should be pressed upon the Chinese, they were told that it had taken time to acclimatise them, even in the West; and that time must be allowed here, for reflection and experience, to remove the first horror which the prospect of innovation excites in a people educated on the Confucian principle of stagnation. Time has been allowed; and the experience of the Yangtsze should have done something to prove to Chinese Rulers how contrary are the results of rapid travelling, to those which they profess to dread from its introduction.

Turning, now, from the ships of which we have said so much, we would call attention to a modern invention which is better suited than either steam-vessels or railways, for many parts of China, and which is at least singularly adapted to introduce the latter gradually to popular approval. We invite our readers' attention to an article from the *Times*, on the subject of Road Steamers; and we think it will be admitted that, great as have been the advantages to the population of Central China, from the opening of the Yangtze to foreign steamers, even greater benefit would accrue from the introduction of this means of land transport, among the inhabitants of Chihli and Shansi. Communication was always possible, however slow, along the Great River; but water carriage is impossible for three-fourths of the year, through the great plain; and our own experience in Europe shows how inadequate is horse power to deve-

lope the possible traffic of a great district. The tediousness and cost of transport limit a traffic which it would become practically impossible to accommodate, even if these restrictions could be overcome. No possible multiplication of mule carts could carry the number of passengers who would travel on a railway between Tientsin and Peking; neither could any possible number of camels convey the coal which would claim cheap and easy transport from Chaitang to Taku.

We spoke of Road Steamers as a new invention; but this is not strictly true. They were made, in England, half a century ago; but it is only within the last three years that their construction has been sufficiently perfected to permit their general use. The earlier specimens cut up roads, got stuck in ruts, were difficult of control, and, practically, very nearly useless for the purpose designed. It is only since the invention of the India-rubber tire, patented by Mr. R. W. Thomson of Edinburgh, that Road Steamers have been recognised as a general and useful means of transport; and their use now promises to extend indefinitely. No matter how steep the incline, or how rough the ground, these Steamers drag their loads with perfect ease, at a fair rate of speed, and can be guided or stopped, with a precision and certainty which enables them to run through crowded streets as well as up a mountain side. They can travel on any description of road, hard or soft, wet or dry; over ice, snow, sand, or even though a creek of running water, with as much ease as along a tumpike road. They have ascended an incline of 1 in $4\frac{1}{2}$, and can be brought down an equal descent slowly and safely. They run from $2\frac{1}{2}$ to 6 miles an hour, according to the nature of the road; and have attained the speed of 10 miles, with omnibuses, on a smooth level. In fact, there seems hardly any limit to the use which can be made of them; and so lightly do they run, that pieces of coal and even carrots and potatoes which have been thrown in their path, have been picked up uncrushed. As we have already explained, it is the broad India-rubber tire which gives them this elasticity, and the firm hold that enables them to ply with certainty on the steep and most slippery ground.

We have said enough to convince any one who has travelled in the North of China, of the singular adaptability of Road Steamers for that region. Less opposition would no doubt be offered to them than to railways; for the existing roads, bad as these are, would quite serve their purpose. They might be used as a means of carriage from Taku when the river is closed; they would furnish employment to thousands, by bringing coal cheaply from Chaitang; and an indefinite field is open to them for the transport of produce and passengers, over the whole country. It of course lies with Foreigners to set the example of their introduction. The Chinese would not move of their own accord, for the next hundred years; but it really does seem possible that an innovation so little startling might be accepted, if the Foreign Ministers will lend it their active and energetic support.

CHINESE OFFICIAL PROCESSIONS.

We have often wished that the British public could see the Taoutai of Shaug-bai, or any other Mandarin of high rank and position, make one of his state progresses. The spectacle would open the eyes of the philo-barbarians, to a most salutary extent. At home, when men hear of Viceroys, Prefects, and Governors, they picture these officials as habitually moving in pomp and splendour, seated in gorgeous chairs and surrounded by guards, lictors, scribes, and equestries. These grand names all convey superb and dignified ideas to the English mind. We think of a personage in rich robes, surrounded by various attendants, holding high rank and clothed with insignia of authority. But as a fact, what do we see? The Magistrate is seated in a sedan chair of a very ordinary description, and his secretary follows in one from which even a foreign hospital patient would shrink. He is clothed in costly robes, but the surroundings of his cortège are beggarly beyond description. The persons pompously designated as "lictors" are ragmuffin coolies of the lowest class, compared with whom a crossing sweeper in Houndsditch is a man of cleanliness and culture. The secretaries are pale, sickly, underpaid hirelings, little better than the servants who carry them. Now we are not prepared to deny that a very high degree of intellectual acumen may exist alongside of extreme personal filthiness; but still we conceive that a nation which glories in minute etiquette, propriety, correctness of demeanour, and outside observance, is not presented in a favourable light when its high officials appear in the sordid style that is common in China.

There are nations in Europe and other quarters of the globe which avowedly scorn trappings, titles and pomp; and therefore we are not surprised when their representatives are severely simple in their dress and carriage. But it must be recollected that the Chinese are a formal and ostentatious people, and ought by rights to be scrupulously careful to preserve a dignified outward appearance; and their conspicuous failure to do this is typical of the rottenness and weakness of the system they represent. Let any practical man who desires the real, not the ideal or diplomatic, good of China, observe the improvement made in the aspect of a coolie by association with foreigners. Let him compare the Yamen runners of his Excellency the Taoutai with a native Municipal policeman, and see how much the individual is improved by being placed under a reasonable instead of an effete and outworn system. The difference is apparent. Any governing body that will enforce order and cleanliness may develop (as the phrase goes) a Chinaman into a good and useful and decent specimen of humanity. He is the most docile, the most obedient of men; and if once shown the more excellent way he will follow it persistently; but, if left in the mud of his own corrupt system, his very serviceable qualities tend to keep him down in his degradation. We are aware that the illustrations we are using may be easily ridiculed for their

homeliness; but a nation is made up of individuals, and if we see the individual improved socially and physically by being brought under a certain regime, we conceive that a like policy, if extended to the whole nation, would produce very beneficial results. We confess we have boundless faith in baths and lavatories, in clean clothes and orderly habits; and our first advice with regard to the native would be couched somewhat in the same terms as the counsel uttered by Mr. Dick, in regard to David Copperfield, "wash him." There can be no doubt that, at some distant period, the equipage of a Chinaman, and his social surroundings, really possessed some state, and were comely objects to the eye. Now, all is a sham; the retinue is extemporized from the streets, the official chairs are ramshackle, the red umbrella is a tawdry toy. As is the outward show, so is the system of which the pageant is the representative. The ragged regiment that periodically parades the streets of the Foreign Settlement is one out of many signs of maladministration, and trickery, and deception; and as the Chinese become more influenced by Foreign ideas, they will better appreciate the hollowness of the pageant. We are all apt to lose sight of those objects that are immediately under our eyes; but a very practical lesson may be learned from contrasting the orderly cleanly Chinaman in foreign service, with the tatterdemalion who 'assists' at a native ceremony.

DOLLS.

We wrote, not long ago, of some of the more ordinary phases of human affection for dolls; there is, beyond these, another, and probably stranger feature of the same love for a similitude. Some of us have not the breadth of mind necessary to care for anything without ourselves; we have tried dolls of all sorts and all descriptions, but found all vanity and vexation of spirit; and at last, returning to our own persons, have determined to make of ourselves the dolls we could not find elsewhere to our taste. How often has the phrase, spoken of a pretty though unintellectual and heartless woman, that she dressed like a doll, been unconsciously made use of to express this feeling, or rather want of feeling, for all external objects. Some of us dress as dandy dolls, some on the contrary display their love for the typical doll by an utter disregard of external appearance; some of us like to make of ourselves military dolls, and deck out our mean bodies in gorgeous array of scarlet, green and gold. To some, the scarlet robes of an alderman are an incentive far greater than the power or position the office confers. We shall not speak of lady dolls; of the pert young lady doll, the doll gorgeous in painted cheeks and orange hair, nor of the doll to whom the description undressed might almost be made to apply; for our knowledge of the fair sex is not sufficiently deep, while our devotion, to use no disparaging simile, towards it, is as that of the child towards its first and loveliest of dolls. Even in a community where gorgeousness of apparel is comparatively neglected, we have some specimens of self-

constituted dolls. To some, the stage affords the opportunity of displaying the doll personal; we have known some of our fair lady actors who, with a fickleness becoming their simulated sex, have indignantly refused to appear in a dress worn before; we have known hundreds of dollars spent in silks and satins, where glazed calico and muslin would have afforded to the audience quite equal delight. Some of us again, proud of our graceful figure, will accept no part which does not permit its display; we dance, pirouette, and manœuvre in a manner which, had we been in our own minds aught else but dolls, would never have occurred to us. The stage is not, however, the only scene where these automatic dolls are to be met with; we have seen processions gorgeous in purple and gold, marching to witness or take part in the spending of a trowelful of mortar. The right to possess and wear a particular style of clothing has been influential in inciting us to huge exertions. We have likewise amongst us our military dolls. Scarlet, black, grey, silver and gold are discussed with an earnestness which, if applied to drill, might enable us to vie with the armies of North Germany. Silk facings, scarlet inexpressibles, gold and silver lace have all their advocates. We have to appear in public, and we therefore prepare, for that occasion, to make ourselves the doll of the hour. It is not that we desire to deprecate uniform, or desire to see it made studiously ugly or unbecoming. "No one should disgrace his cloth," is an old saying, wisely conceived and handed down; and it cuts two ways. The cloth may be disgraced by the bad taste of the tailor, as well as by the bad character of the wearer. And then arises the question of taste, upon which opinions differ as widely as the climate of Kamtschatka differs from that of Timbuctoo. Some people hold to the old adage that fine feathers make fine birds; others aver that fine clothes only make fine dolls; and that simplicity should be the great object striven for. The man who shall succeed in bringing all other men to agree on a point of taste, will be as great a miracle worker as he who shall succeed in reconciling differences of religion. The great point, probably, is to leave every one to his own devices; to recognise the fact that, in the abstract, one man's opinion is as good as another's, and not to seek to impose our idiosyncracies on our neighbours.

Outports.

XINGPO.

A Ningpo correspondent writes:—I told you some time ago of the death of the old Taotai. His body goes up this afternoon in the *Kiangsi*, for transmission to his native district in Manchuria. It is needless to say the obsequies have been conducted with all Oriental pomp, which means much noise, much mummery, much expenditure, much display, and very much dirt. The members of the family and mourners are supposed not to change their clothes, wash their faces or comb their hair for a given period after the death; so they will be pleasant fellow passengers on board the steamer.

The procession which accompanied the coffin through the city, this morning, was simply an exaggeration of that which you described the other day, in the case of Pao Nyuen-tsiang; the same programme, on an enlarged scale, but with the additional éclat of a Military Guard. A detachment of the Anglo-Chinese force was drawn up at the yamen as the coffin passed out; and on the wharf, as it was carried on board the steamer.

The old man is said to have died heavily in debt; and had just added to his difficulties by borrowing money to buy for his son an office in Kwantung—an expenditure which his death renders useless, as Chinese custom obliges the son to retire from official life for three years.

Our new Taotai is only acting; and is, according to report, soon to be replaced by an old man of seventy, who is coming down from somewhere North. He seems inclined to make the best of his tenure of office, for he has succeeded in putting the fear of death upon every official, great and small, within his jurisdiction. Peccadilloes are to be hunted out, and accounts verified with minute care. Being Chinese, the officials understand perfectly well what this means, and are said to be preparing, with many groans, to meet the new-comer's wishes.

The U. S. steamer *Alaska*, which has been lying here for a few days, leaves this afternoon for Woosung. H. B. M. gunboat *Cochetvater* remains in port.

About a month ago, an accident occurred at the Ta-ying stone quarries, by which sixteen men lost their lives. Fourteen bodies have been recovered, but two are still buried under the mass of fallen stone; whether encased alive or crushed at once is yet unknown; and at the slow rate at which those employed are carrying away the debris, it must remain unknown for some time to come.

Judging from the fallen mass and the aspect of the quarry generally, it appears inevitable that if the hill is continued to be undermined as at present, a similar accident, with probably still more lamentable consequences, will result ere long; for on the present occasion more than a hundred men were employed on the spot, but the fall did not occur until near sunset, when most of the people had fortunately left the works, and it thus happened that only sixteen of their number were embedded in the debris.

Those who have visited the quarries will remember the cavern-like manner in which they hew the stone out, going further in and deeper down each day, in order to get at the better kind of quartz; and one could scarcely help being struck by their temerity and carelessness, in placing no shores or pillars to support the ever increasing vault above the workmen's heads. The deposits over the vaults mostly consist of rotten stone and earth, and either continuous wet or dry weather has naturally the effect of loosening or weighting it, sometimes causing, as in the present instance, an instantaneous fall of immense pieces of stone, filling in or blocking up the entrance to the quarries, and causing the death of the unfortunate masons, either by crushing or immuring them so effectually as to preclude the possibility of their being extricated from their horrible position in time to save their lives.

Another peculiarity about these quarries cannot fail to have struck the visitor—they have wooden stakes driven into the perpendicular face of the hill, under which the caves run. These hills are from 100 to 500 feet high, and one wonders what these stakes can be intended for until, upon closer observation, he detects several men actually crawling, as it were over the dizzy surface like spiders, at the imminent peril of their lives; and you are told that this is their occupation, to look for chips of stone which, falling from so great a height, would be dangerous to those working below; but notwithstanding the risk run by these men, it

is evident they are powerless to detect an impending land-slip such as led to the recent catastrophe.

Considering the dangerous character of working in these stone quarries, one is surprised to find so many people employed on them; but Chinese, like most other people, will run almost any risk for high wages, and the men continue their work on other equally perilous parts of this same quarry, the reason being, apparently, that they have sold themselves to the proprietors of the soil, on such terms as they deem fairly lucrative to themselves, without much speculating upon the chances of their one day being immured in like manner with their recent fellow-labourers.

Ningpo, 14th January, 1871.

YOKOHAMA.

The close of 1870 saw another step in the 'civilization' and 'progress' of Japan. Representatives of nearly every trade have gone to England to gain information in the manner of conducting business there. How much wiser they will be, after seeing the huge piles of buildings full of teas, and the rooms in *Leadenhall* and *London* making 'a devil of a place' for the *London* effect, side, at any rate, of the *London* effect.

Pigs are still in the ascendant, and the other day two thousand dollars were paid for a boar and a sow with a litter. Every steamer from China is full of them, and it is rumoured that several men, who have more 'time' on their hands than anything else, have gone to San Francisco and Hongkong to collect good animals. The Japanese, too, have ordered pigs from England to be sent out, through the Suez Canal. The reason given for all this is, that the native Government have issued an edict to the effect that all farmers must keep and breed pigs. As the native troops are being fed on beef now, possibly pork may be in the mind's eye of the purveyors.

Sir Harry and Lady Parkes, with Mr. Consul Robertson and a Japanese officer of high rank, have gone in the lighthouse steamer 'Thabor' to Rock Island, to inaugurate the opening of the new lighthouse there. It was to be used first on 1st of January 1871. May they spend a happy New-year.

More paper hunts are talked about, two gentlemen having promised two cups to be raced for, valued at fifty dollars each. Small-pox is still raging, and more deaths have taken place. Twenty-five patients are in the hospital. Vaccination is, of course, all the go; and folks here, instead of mentioning the well-known fact 'its awfully cold,' tenderly ask after your arm and if it has taken. Babies, consequently, are at a premium, and fond mothers are proud of their offspring being of use to the community.

The concert for the French wounded takes place on the 5th, and tickets are being freely bought. The Church decorations on Christmas day, and still left up, were of the usual perfect style, reflecting the highest credit on the ladies who have always undertaken this work. The steamer 'Rhine' (late P. & O. Cadiz) has been sold to the Japanese for \$43,000. Business is still dull, but a certain amount of indifference is naturally shewn about this festive time: 'Peace on earth and goodwill to men' has characterised our every thought and deed during the last ten days. The only arrival from home with a general cargo, is the 'British Empire. Some four or five ships are on the berth for New York, all fully engaged.

The following men of war are in harbour:—English—"Ringdove," "Havoc," "Manila," French—"Alma," "Venus," "Dupleix," "Linois," American—"Benicia," "Idaho," Prussian—"Hertha," "Medusa," Russian—"Almaz."

3rd January, 1870.

Public Meeting.

UNION STEAM NAVIGATION COMPANY.

The half-yearly general meeting of shareholders in the U. S. N. Co. was held at the offices of the Company, yesterday afternoon, when there were present the following directors and shareholders—Messrs. R. Francis, in the chair, J. Ashton, T. Probst, Samuel Brown, J. M. Ringer, A. Robinson, S. J. G. Jellicoe, F. M. Youd, W. Lent, C. C. Rainbow, T. R. Wheelock, C. E. Endicott, W. B. Pryer, W. S. Rosenthal, R. W. M. Bird, lawagent to the Co., L. H. Stoddard general manager, and W. Mitchell, auditor.

The minutes of last meeting having been read,

The CHAIRMAN submitted the Report and Accounts. In doing so, he said it was to be regretted that they were not more favourable. The earnings of the *Tunsin* had been about as large as usual; those of the *Glengyle* had not been so large in proportion to her former work, and the *Rona* gave a loss of Tls. 9,300.

REPORT.

The Directors now present the accounts for the half-year ending 30th September, 1870, shewing a balance of net profit of Tls. 13,953.25.

The net earnings of the steamers have been Tls. 25,688.38, against Tls. 14,501 in half-year ending 31st March last, and Tls. 44,591.13 in corresponding half-year of 1869. The unfavorable comparison in the latter case arises partly from the time lost, whilst the "*Rona*" and "*Glengyle*" were undergoing repairs and alterations, and partly from the low rates of freight on the coast. The loss from the latter cause has been partly obviated during the present quarter by the substitution (temporarily) of the "*Glengyle*" for the "*Rona*."

It will be observed that the Reserve Fund stands at Tls. 18,544.77, instead of Tls. 20,544.77 as stated in last Report. On making up the account finally, the balance proved to be Tls. 243.09 only, and it was not therefore practicable to write off Tls. 2,000 as then proposed out of the earnings of the half-year.

The offices of the Company were removed from the premises of Messrs. Glover, Dow & Co., to those rented from Messrs. Meynard, Cousin & Co., on 24th Sept. last.

The Shareholders are aware of the Bankruptcy of Messrs. Glover, Dow & Co., the late Agents in Shanghai, and the Directors regret to have to inform them that the firm's indebtedness to the Company is between Tls. 17,000 and 18,000. As this amount is more than the profit earned, they cannot recommend the payment of any dividend for the half-year, but suggest that the usual bonus of 5 per cent on freight be paid to contributors.

In the early part of last year, arrangements were entered into with Messrs. Glover, Dow & Co., under which it was agreed that the Company should allow them Tls. 6,500, and take over all their interest in the premises on the French Bund, now occupied by the Company. The Leases held by the firm were consequently allowed to revert to the proprietors, who have granted new Leases direct to the Company.

The Directors have appointed Mr. L. H. Stoddard General Manager of the Company.

To meet the necessity of occasional alterations in the Deed of Settlement, the Directors propose the adoption of the following clause, to which the written consent of every Shareholder is invited:—

"That the Company may from time to time, by resolution passed by a majority in number representing at least two-thirds in value of the Shareholders present at an Extraordinary General Meeting, holding not less than Tls. 50,000 of the Capital Stock, called and convened as by the Deed of Settlement provided, repeal, alter or make new provisions in lieu of or in addition to any regulations of the Company, contained in the Deed of Settlement; provided that such resolutions be submitted to and confirmed by a subsequent general meeting to be held not less than two months thereafter."

To meet overdue and future payments on account of the "*Glengyle*," the Directors recommend the issue of Debentures bearing in-

terest at 10 % (ten per cent), for a sum not exceeding Tls. 120,000; Shareholders' applications to have the preference.

Messrs. Samuel Brown and J. M. Ringer have been appointed Directors in place of W. Jackson, Esq. and F. A. Groom Esq., subject to confirmation by present meeting.

STATEMENT OF ACCOUNTS, 30TH SEPTEMBER, 1870.

Dr.		
LIABILITIES.		
To 2,040 Shares, of Tls. 100 each.....	Tls.	204,000.00
" Reserve and Depreciation Fund.....	"	18,544.77
" Amount due on "Glengyle".....		129,000.00
" Interest to September 30th.....		6,654.80
" Amount due on Hulk, "Sultan".....		13,500.00
" Sundry Creditors.....		121,126.22
" Balance of Working Account, being unappropriated profits, 30th September.....		13,953.25
	Tls.	497,779.04
Cr.		
ASSETS.		
By Cost of Steamer "Tunsin".....	Tls.	70,000.00
" " " "Rona".....		75,000.00
" " " "Glengyle".....		146,450.00
" " " Hankow Hulks, Pontoons, &c.....		6,197.71
" " " "Kiang hulks, buoys, and Cargo Boats.....		19,347.44
" " " "Chinkiang bulk, "St. Louis".....		6,365.09
" " " Pontoons, Godown Leases, Office and Godown Furniture, Shanghai.....		11,960.64
" " " Coals at Shanghai and Kiukiang.....		1,524.90
" " " Steamer's Stores in Stock.....		955.50
" " " Fire Insurance unexpired.....		2,483.40
" " " Freight outstanding.....		2,875.00
" " " Advances on cargo, &c.....		30,897.11
" " " Godown Rents outstanding.....		61,103.60
" " " Cash in hands of various Agents.....		2,730.67
" " " Glover, Dow & Co.....		32,112.07
" " " Sundry Debtors.....		16,538.72
" " " Debtors for Shares.....		12,862.78
		884.81
	Tls.	497,779.04

WORKING ACCOUNT, FOR HALF-YEAR, ENDING 30TH SEPTEMBER, 1870.

Dr.		
To 6 per cent Dividend on Capital, Tls. 204,000, for half-year ended 31st March, 1870.....	Tls.	12,240.00
To 5 per cent return to Shareholders on Freight contributed during the half-year ended 31st March, 1870.....		5,760.00
To Interest Account.....		18,000.00
" Expense.....		6,932.61
" Allowance made to Glover, Dow & Co., for use of Transit Godowns during half-year.....		4,597.34
To Loss on Working Hulks.....		1,250.00
To Balance, being Unappropriated Profits.....		114.14
		12,894.09
To Balance, being Unappropriated Profits.....		13,953.25
	Tls.	44,847.34
Cr.		
By Balance from last half-year.....	Tls.	21,151.82
By Loss <i>Tunsin</i> through Freight charged in excess.....		74.54
By Allowance made to Glover, Dow & Co., for use of Transit Godowns for the Year ending 31st March, 1870.....		2,500.00
By Balance of Expenses incurred on Account proposed new Steamer.....		249.30
By charges on cargo paid by Glover, Dow & Co., 1867-68.....		84.89
		2,908.73
		18,243.09
By Gain on working of Stra. "Tunsin" "Glengyle" and "Rona," for half-year.....		25,688.38
By Exchange Account.....		468.40
By Gain on Coal Account.....		447.47
		26,604.25
	Tls.	44,847.34
By Balance brought down.....	Tls.	13,953.25

Mr. ROBINSON remarked that the Report did not in any way allude to the subject of insurance, which had been discussed at last meeting. He would like to know whether any alteration had been made in that item.

The CHAIRMAN said the steamers had been insured in accordance with the resolution then passed. The *Glengyle* was covered for Tls. 125,000, the *Rona* for Tls. 63,000, and the *Tunsin* for Tls. 60,000. Upon the whole there had been a slight saving effected in this.

Mr. ROBINSON noticed that in the assets there was an item of freights outstanding of Tls. 30,897.11. The sum here put down seemed to be a considerable increase from

last year. Was there any reason why it should have been increased so much?

The CHAIRMAN said it could not be expected to remain always at the same point. There was not much difference between the present and former amounts under that head. The list of outstanding freights was lying on the table and might be referred to.

Mr. ROBINSON asked if the Company had any security for the payment of these amounts?

The MANAGER said for the downward freights they had the cargo as security, but for the upward they had only the shippers to look to. The amount was about equally divided between upward and downward freights.

The CHAIRMAN noticed, further, as raising the amount in question exceptionally on the present occasion, that the *Glengyle* had cleared on the day of closing the account, and a large proportion of her freight for that trip therefore came to be entered in it.

Mr. ROBINSON presumed, then, that there had been no loss of any consequence in respect of outstanding freights.

The MANAGER observed that, as the majority of the shippers were shareholders, the Company held a security in their shares.

Mr. JELICOE noticed that the appointment of Mr. Stoddard as general manager was put in the present report, while the minutes of last meeting read showed that he had been appointed at that time. He could not see any reason for repeating the appointment.

The CHAIRMAN explained that Mr. Stoddard had then been appointed from the 28th June to 30th September, and so had since to be reappointed.

Some discussion followed as to the terms of Mr. Stoddard's engagement as Manager of the Company. Eventually,

Mr. ROBINSON begged to propose—
"That the Directors be instructed to make no more permanent engagement with the General Manager, Mr. Stoddard, than for three months at a time, terminable by either party giving three months notice at the end of any month."

He hoped he would not be understood to throw a shadow of doubt or of blame on Mr. Stoddard's management; it was by no means his intention to do so; but under existing circumstances he thought it would be very unwise to saddle the Company with permanent engagements with any of the staff.

Mr. ENDICOTT begged to second the motion.

Mr. RAINBOW said he had to propose as an amendment—

That any arrangement proposed by the Directors to be a permanent one with Mr. Stoddard, shall be submitted to the shareholders at the Annual General Meeting."

Mr. PRYER begged to second.

Mr. ROBINSON said before the motion and amendment were put, he wished to ask Mr. Rainbow how the proposition contained in the amendment was likely to benefit the shareholders. It was not so much that the shareholders should be made acquainted with the fact of a contemplated permanent engagement, as that, for their interests under certain circumstances, no lengthened engagement should be entered into. Supposing, for instance, they were required to pay up for the *Glengyle*, and thus thrown into a fix while they were saddled with a permanent engagement, they would have to fulfil it in whatever position they were.

Mr. RAINBOW said the only objection he had to the motion was that it was taking the matter too much out of the hands of the Directors, who were, they were all ready to admit, managing the Company as well as possible.

Mr. ROBINSON could but say he thought the Directors should be very glad to have the responsibility taken off their shoulders.

The motion and amendment were then put to the meeting, when the latter was lost.

Mr. ASHTON wished to make a remark to Mr. Robinson and to the shareholders. The motion just put and passed by the meeting, placed a certain amount of restriction upon the Directors, but if it was intended to benefit the shareholders, it did not half meet the case. There were the general office expenses, which came to Tls. 630 a month, would not Mr. Robinson wish it to apply equally to them?

Mr. ROBINSON begged, in reply to the question which seemed to be put to him by Mr. Ashton, to say that he had not the least desire to interfere with the operations of the office, and had no suggestion to make regarding them.

Mr. ASHTON observed that it was a large amount, and no doubt of as much interest to the shareholders as that involved in the other matter.

Mr. ROBINSON agreed that it was, but he had not felt it necessary to include it in his suggestion.

Mr. ASHTON thought Mr. Robinson might perhaps wish to do so, however, when it was pointed out.

Mr. JELICOE asked a question regarding the values of hulks and cargo-boats, with which the Company credited itself in the accounts.

The CHAIRMAN said there was no allowance for depreciation during the half-year, that being taken into account only on the twelvemonths. The cargo-boats belonging to the Company were all paid for.

Mr. RAINBOW said that, referring to Mr. Brown's statement to Mr. Robinson, it would be satisfactory to know to what term the limit of payment of the price of the *Glengyle* extended.

The CHAIRMAN said the balance of the purchase money for the *Glengyle*, was due on 1st February 1872.

Mr. ROBINSON would like to know whether the working of the Company for the last quarter had been more or less satisfactory than for the corresponding term last year.

The CHAIRMAN said it was more satisfactory, there having been a profit of Tls 15,000 for the three months. Last year, it would be remembered, there was no profit at all in the second half-year. The gross amount of freight for three months had been over Tls. 99,000, and for six Tls. 180,000; and of course, though the expenses were very large, any slight increase was so much to the good for a dividend.

Mr. ROBINSON did not know what the other shareholders might propose to do with reference to the last clause inserted in the Report, regarding the issue of debentures. The Report had reached him so late that he had not had an opportunity of consulting any of his clients who were shareholders; nor had he been able to judge from the intimation itself, what course to adopt. He would like to know the plan proposed by the Directors—on what material they grounded their scheme—and, to allow of due consideration of that matter by the shareholders, that the meeting should be adjourned. At that time he was neither in a position to dissent nor to agree to the proposal, but would suggest that the Directors state the plan they intended to pursue.

The CHAIRMAN said their object in the first place was to learn the views of the shareholders. Though no pressure might be placed upon them with regard to the payments for the *Glengyle*, still it was an unsatisfactory position to be placed in, and they therefore proposed to issue these debentures to bear ten per cent interest, which would be better than running the risk of having to pay 12 per cent on arrears, under the present agreement. The debentures would rank before capital, and would run for three or five years.

After some discussion,

Mr. ASHTON asked if Mr. Robinson had any objection to the meeting passing the Report and Accounts, leaving out the clause relating to debentures.

Mr. ROBINSON said he had been asking only in what form they intended to carry out that clause.

Mr. JELICOE said he had another matter to obtain information upon. He had heard a report outside, and he was very glad to believe, at least to hope, that the Directors would be able to give a denial to it—that considerable expense was gone to in getting the *Glengyle* ready to go to the South instead of the *Rona*; that new sails and spars had been got for her; and now, since she was going on the river again, these would be no longer valuable.

The CHAIRMAN said the expense of fitting the *Glengyle* amounted to Tls. 600, and she made Tls. 2,500 more by freight than the *Rona* could have done, so that the amount was well laid out.

Mr. ROBINSON then proposed—

"That the Report, (with the exception of the clause relating to the alteration of the Deed of Settlement and the proposal to issue debentures,) and the Accounts laid before the meeting, be adopted and passed, having regard to the resolution previously passed at this meeting in relation to the engagement of Mr. Stoddard."

With regard to the clause for altering the Deed of Settlement, it was somewhat indistinct, in respect to who had the power to pass the resolution, and the amount of Tls. 50,000 was small in proportion to the capital of the Company. Who was to hold this sum, the whole meeting at which the resolution was passed, or the shareholders passing it?

Mr. WHEELLOCK seconded the motion, which was passed unanimously.

The CHAIRMAN said it was the intention that the resolution in question should be passed by the majority of a meeting, which meeting should hold at least that amount.

Mr. ROBINSON then suggested a fresh wording.

The CHAIRMAN said it was thought it would be difficult to get people holding more than Tls. 50,000 together.

Mr. ROBINSON did not doubt that they would be able to do so, observing that about Tls. 140,000 of stock was then represented by the meeting. Supposing today they had to pass such a resolution, two-thirds of the meeting would have to vote for it.

It was proposed, therefore, by Mr. WHEELLOCK and seconded by Mr. ENDICOTT—

"That it shall be competent for the Shareholders assembled at any ordinary or extraordinary general meeting, called and convened as by the Deed of Settlement provided, and representing not less than Tls. 75,000 of the Capital Stock, by resolution to repeal, alter, or make new provisions in lieu of or in addition to any regulations contained in the Deed of Settlement; provided that at least one week's notice of the proposed repeal or alterations shall have been given to the Shareholders, and that the resolution authorising such repeal or alteration shall be agreed to by two-thirds in value of the Shareholders present or represented at such meeting, and that such resolutions shall not take effect until they shall have been submitted to and confirmed by a subsequent general meeting of Shareholders, to be held not less than two months after the passing thereof.

Carried unanimously.

Mr. ROBINSON then moved and Mr. JELICOE seconded—

"That this meeting stand adjourned for three weeks for the consideration of the issue of debentures, and that it recommends some sketch or plan to be meanwhile drawn up by the Directors and submitted to the shareholders."

Carried unanimously.

Mr. Littlelake having intimated his resignation of the post of auditor to the Company, it was proposed by Mr. STODDARD, seconded by Mr. PROBST, that Mr. Pryer be appointed.

Carried unanimously.

Mr. RAINBOW then proposed a vote of thanks to the Chairman, Directors and Manager, for the able way they had conducted the business of the Company for the last half-year; and the meeting adjourned.

Official Papers.

FOOCHOW.

Ying Kuei, Viceroy of Chékiang and Fukien, reports with respect to the absolute necessity for (improved) muskets and cannon in case of disturbances. Inasmuch as the percussion rifles made by foreigners are of great excellence, such weapons have for some years been purchased. But merely purchasing them does not teach how to manufacture them, and therefore the naval and military forces throughout the provinces are not by any means sufficiently supplied with these arms. To meet the want the Viceroy while on the one hand buying for present need has on the other opened an arsenal. Last year in the eleventh month the Treasurer and Intendant at the head of the Fukien Committee of Safety sent a *wei yuan* to Canton to buy a twenty-horse power steam engine, with steel and iron instruments as required, and to bring them to Fukien. A suitable place has been selected and a building will be raised to be used as a manufactory. Workmen skilled in the necessary branches will be obtained from Shanghai and Hongkong. There is a brevet-colonel named Lai Chang who professes to know all about the manufacture of arms. A former lieutenant-governor of Fukien, by name Pien Pao-ti ascertained that Lai Chang did really understand the manufacture of muskets, cannon and breech-loaders, (後膛) so that he could turn them out quite equal to those of foreign construction. The Viceroy thinks of placing Lai Chang in charge of the new arsenal. There is also a certain expectant prefect, by name Huang Wei-hsue* who is most reliable and talented. It is proposed to associate him with Lai Chang in the management, and to provide workmen and assistance according to the requisitions they may make. More steam-power will be necessary. The monthly expenditure will be met out of the customs dues and li-kin. Inasmuch as the enterprise is a perfectly new one, the Viceroy is unable to follow the recognised custom and give an estimate of the expenditure, but for all that, the thing must be done. Accurate accounts will be kept, a person being specially appointed to look after them. (*Peking Gazette—Cyclo.*)

***煊維黃**. This man was a writer in the English Consulate at Ningpo from 1857 to 1859.

IMPERIAL EDICT REGARDING THE ASSASSINATION OF MA.

Kuei-yu and Chang Chi-wan report that they have carefully tried the person who assassinated the viceroy. The affair was of the most atrocious description, and they therefore beg that the prisoner may be executed in the same way as if he had been the leader of a great rebellion. The accomplices according to the measure of their guilt must also be punished. By the prisoner's own confession he was formerly a *Chang-mao* rebel, and then an accomplice of pirates. When Ma Hsin-yi was lieutenant governor of Chekiang, an extensive seizure of pirates was made at Nan-tien-hsien, and a great number were executed. Subsequently Chang's wife, by name Lo, eloped with one Wu Ping-sieh. When Ma Hsin-yi visited Ningpo a short time afterwards to inspect the troops, Chang stopped his chair in the street in order to lay a complaint before him. But the lieutenant-governor refused to listen to him. Burning with rage at Ma's slaughter of his friends

and contemptuous neglect of himself, he entered into relations with an escaped pirate named Lung Chi-yuan and other desperadoes, who still further excited his desire to revenge his supposed wrongs. Listening to them he formed the determination to assassinate Ma. He had moreover a small pawn office at the village of Sin-shi (in the outskirts of Hoochow), and just then Ma Hsin-yi issued a proclamation closing all such places, thus utterly ruining him. This fixed all his previous resolutions. From the seventh or eight year *Tung-chi*, he followed Ma about wherever he went, waiting for an opportunity of killing him, but always prevented from approaching him by the number of his retinue. On the twenty-sixth day of the seventh month of this year, at the military examinations, he worked himself secretly through the crowd, and not being observed in the crush suddenly struck a knife into the viceroy. So much for his confession. Kuei-yu and Chang Chi-wan have held examination after examination, but can get nothing else out of the prisoner, nor any light as to a third person who actuated the crime. They are therefore constrained to believe the confession. An Edict is now issued, noticing that the trial of a man charged with such a crime as the assassination of a great minister and viceroy must not be slurred over. Chang's confession points to two motives—revenge for his own wrongs and the advice given him by Lung Chi-yuan. There is therefore room for doubt whether he has made a completely clean breast of it. If, in accordance with the representations of Kuei-yu and Chang Chi-wan, the prisoner were at once executed no one could feel that the ends of justice had been attained. Formerly a rescript was issued directing Tsen Kuo-fan, so soon as he should reach Nanking, to go carefully into the matter in concert with Kuei-yu and Chang Chi-wan. Chen Tun-ching, President of the Board of Punishments, is now ordered to set out with the utmost expedition for Nanking, and in concert with Tseng Kuo-fan to examine everybody mentioned in the deposition, and on completion of the process to inflict the severest penalties. The Board of Punishments is also directed to nominate a *wei yuan* to accompany the President. Respect this.—*Peking Gazette*.—*Cycle*.

Law Reports.

CIVIL SUMMARY COURT.

Shanghai, 13th January, 1871.
Before G. JAMIESON, Esq.
TIEN-CHEONG v. H. MILLS.

Claim for \$98.58, for liquors supplied.
Defendant admitted the claim but asked time to settle it.

Judgment for plaintiff with costs, and 31st January and 28th February fixed as terms of payment—half each time.

16th Jan.
YING-HANTING v. G. HART.

Claim of Tls. 46.04, balance of account.
Claim admitted to the extent of Tls. 5.65½. Defendant had sold 100 boxes tin to plaintiff and gave delivery of 75 (press-book with copies of orders produced) and had none of these subsequently in his possession. The remaining twenty-five, after waiting some time, he had sold, charging plaintiff with the loss thereupon. Plaintiff said he had only got 70 boxes, that he had put some of them into defendant's godown, but as he had nothing to support this statement, His Worship said he could not receive it, and gave judgment in his favour only for balance as shown by defendant's accounts, without costs.

POLICE COURT.

Shanghai, January 12th, 1871.
Before G. JAMIESON, Esq.
R. v. JOHN SCANNON and JOHN HILLARY,
"Emperor."

Refusal of duty.

Denied. When the men were turned to by the mate, yesterday morning, Scannon said, was told he was not wanted.

Alexander Dudley, sworn, said—I told the men to work, and they refused to do so. They had gone ashore on Tuesday night, without leave, and got drunk, bringing liquor on board with them when they returned. Next day they were unfit to work.

Hillary knew he had been drunk, but did not think he had refused duty. The other man had the same defence.

As it was the first offence, they were let off with \$1 and costs—promising that they would not appear again.

DAVID SUTHERLAND,—"Yuentsefei," was charged with being absent without leave and drunkenness. For a similar offence defendant had been lately before the Court. Promising amendment he was sentenced to lose six days pay and dismissed with a warning and costs.

13th January.

R. v. JOHN WELSH "Kedrou."

Theft of a silk neckcloth from a sampan.

AH-PAO, the proprietor of the sampan and of the neckcloth, said he had taken the prisoner on shore in his boat on Thursday, and missed the silk-piece when he went away.

E. MARSHALL, sworn, deposed to having seen prisoner put the silk in his chest; and as it was found there on search being made, the Magistrate sentenced Welsh to a week's imprisonment, with costs.

14th January.

R. v. GEORGE MOORE,—Vagrant.

Drunk and disorderly and breaking a pane of glass. Admitted; and prisoner, being without means to pay fine or damage, was sent to jail for ten days.

JAMES MILNER,—Vagrant.

Drunk and fighting.

Prisoner admitted the charge, sufficient evidence of the nature of the engagement being apparent on his face. Sentenced to 14 days imprisonment, with low diet for half the term.

A charge of being drunk on various occasions, about Christmas, when duty was required of him, was preferred against W. PELIGREW, of the "Dragon," by the Captain of that steamer, but as the defendant agreed to take his discharge was not pressed. Defendant ordered to pay costs.

16th Jan.

R. v. JAMES SUTHERLAND.

Defendant was charged with having been drunk, on the French side.

It appears that the man had come up by the "E. Nicholson," from Sydney, but was not on the ship's articles. He stated that he was a jockey from Adelaide, and had not been able to find work since he came ashore.

Ordered to report himself once a week at the Hongkew Police station, where work might be found for him.

NAVAL COURT.

Newchwang, Nov. 1870.

Before T. ADKINS, Esq., *II. B. M. Consul*.

" H. L. RYDER, R.N., } *Assessors*.
" J. E. BUSH, Esq., }

The Court attaches no blame to the master of the "Ellon Castle" for the grounding of that vessel. The Court is of opinion that the Pilot misjudged the state of the tide when the ship weighed.

The Court is of opinion that the leak was caused by the bumping of the ship with a heavy dead weight on the hard Bar, the ship being old, and carrying a full cargo of bean-cake.

The master can produce no certificate, either of competency or service, and disobeyed the Court's written order to produce his chronometer, chronometer journal and local charts, though he had ample time to procure the same from the Pilot schooner. The Court will take steps to bring this disobedience to the knowledge of the proper authorities, and will recommend that masters of Colonial vessels be compelled to carry their certificates with them.

(Signed)

THOMAS ADKINS,
Consul.

H. L. RYDER,

Lieut. H. B. M. Gunboat "Grasshopper."

JAMES E. BUSH,
of Messrs. Bush, Brothers.

Miscellaneous.

MASONIC.

We continue our list of office-bearers in the different Masonic bodies, for the current year.

ST. ANDREW IN THE FAR EAST, S. C.

B. A. Clarke.....	W. M.
E. Henderson.....	D. M.
T. W. Eckfeldt.....	S. M.
A. Melvor.....	S. W.
J. P. M. Fraser.....	J. W.
W. H. Gubbins.....	Treasurer.
G. Jamieson.....	Secretary
D. Glass.....	S. D.
G. Ellis.....	J. D.
W. M. Primrose.....	I. G.
A. S. Harvey.....	Steward.
T. Hore.....	Tyler.

LODGE STAR OF PEACE (NINGPO.)

F. Coit.....	W. M.
W. J. Sloman.....	P. M.
T. B. Golding.....	S. W.
G. Reeves.....	J. W.
W. J. Sloman.....	{ Treasurer & Secretary.
F. Morgan.....	S. D.
W. J. Emery.....	J. D.
J. H. Hoar.....	I. G.
	Tyler.

NORTHERN LODGE OF CHINA, E. C.

W. Kidner.....	W. M.
T. W. Kingsmill.....	P. M.
S. J. G. Jellicoe.....	S. W.
H. D. Jamieson.....	J. W.
C. Cromie.....	Treasurer.
J. B. Manson.....	Secretary.
F. H. Parker.....	S. D.
H. Watson.....	J. D.
J. Kidner.....	I. G.
J. J. Tucker.....	D. C.
T. Hore.....	Tyler.

After the meeting of the Northern Lodge, on the 4th instant, the brethren adjourned to a banquet at the Club, under the presidency of the newly installed Master. In the course of the evening, the following toasts were drunk:—

"The Craft and the Rulers of our respective countries," proposed by the Chair.

"The Grand Lodges of our respective countries,"—Chair, acknowledged by R. W. Bro. Blanchard.

"The D. G. Lodge of China, E. C.," proposed by the Chair, acknowledged by R. W. Bro. Murray.

"The Past Masters and Officers of the Northern Lodge"—proposed by W. Bro. Gundry, acknowledged by W. Bro. Kingsmill.

"Our Guests," proposed by Bro. Jellicoe, acknowledged by W. Bro. Tilby.

"Prosperity to the Northern Lodge," proposed by W. Bro. Clarke, acknowledged by Bro. H. D. Jamieson.

"Our Sister Lodges under the Scottish and American constitutions." Proposed by W. Bro. Kingsmill; acknowledged by W. Bro. Pearson.

"W. Bro. Kidner, W. M. of the Northern Lodge of China"—proposed by R. W. Bro. Blanchard, acknowledged by W. Bro. Kidner.

"The Ladies," proposed by R. W. Bro. Murray, acknowledged by Bro. Leper.

The Tyler's toast.

THE ROAD-STEAMER.

(The Times.)

Progress breeds wants. As one need is provided for a fresh need is born. So railways, invented to facilitate the operations of commerce and manufacture, have in their turn created a new requirement. Their enormous powers of absorption and transmission render a new mode of feeding them imperative, for animal power no longer suffices to bring them their supplies of freight. With railways, too, other growths have been going on. Huge factories have sprung up in quiet nooks, and their daily produce exceeds what the population of a great city could have achieved in a year's course by unorganized labour; mines, by the aid of improved machinery, yield up their wealth in quantities undreamt of in days of old, and the machines themselves are constructed of a strength and bulk that even theorists would not have ventured on a generation back. To carry all this abundance from its sources to the railway or to its special destinations has long been too arduous a task for such feeble agents as carts and horses, and mechanical skill has for many years past been engaged in trying to make our great servant steam work upon common roads. Two radical difficulties, however, baffled the ingenuity and zeal brought to bear upon the problem. Ponderous traction-engines were built on various plans, but always with the result that the shocks experienced in running over hard roads occasioned continual breakages in the machinery. If to obviate this, as far as possible, the weight of the engine was increased, then the roads suffered terribly. All kinds of contrivances were applied to meet the emergencies to which the engine was liable; claws shot out from the wheels to enable the machine to issue out of hollows, or to emerge from soft places into which it would sink from its own weight, but at the critical moment the claws were apt to break, while the havoc they made with the road was fearful. The claws were likewise needed to prevent the engine from slipping on an ascent. To the wheels of another form of engine cumbersome planks were attached, which revolved with the wheel and offered a kind of rail for it to run on, but this could not be made to work practically. The use of traction-engines, therefore, has been attended with great annoyance and expense from the constant injuries to road and engine, caused by their contact with each other, and for this reason, though the supremacy of steam over horses would still assert itself when extraordinary loads had to be moved, traction-engines could not be employed for general purposes and regular traffic. But now the two difficulties have been overcome by the invention of the Road-Steamer. The Road-Steamer can run on any kind of road. It runs over hard roads and paved streets without jolting, over soft roads without sinking, over muddy roads without slipping; nay, it needs no road at all, for it can run with equal ease over grass fields, through ploughed fields, upon ice, through loose sand, and over frozen snow. Though small and light itself, it climbs the severest gradients and draws enormous loads. It owes all its faculties and its exemption from the disabilities of other traction-engines to one device as simple as it is efficacious. The wheels, which are of great width, are surrounded by tires of vulcanized Indiarubber. These thick bands of Indiarubber enable the Road-Steamer to float over the surface of the ground without the slightest damage to the road, while they likewise protect the machinery from all concussion. The intervention of the elastic tires between the wheel and the road acts, in fact, in the same way as if the engine were running over a tramway of Indiarubber.

Mr. R. W. Thomson, C.E., of Edinburgh, the inventor of the Road-Steamer, having experienced much annoyance from the defects of traction-engines, and finding none able to do work for which he required them, conceived and carried out the idea of providing the wheels of a steam-engine to run on common roads with Indiarubber tires of immense thickness. When the first patent Road-Steamer was tried, some two years ago, its success was complete, and far exceeded the expectations and hopes of the inventor. Since then he has been engaged in building numbers of these engines to send to all parts of the world, and the record of some of their performances, in the presence of engineers, agriculturists, and other practical men, will doubtless be found interesting. A three-horse power engine drew a

boiler weighing 13 tons up an incline of 1 in 12, the ground being so slippery at the time from frost that horses could not keep their feet. The engine was run through a grass field without leaving a track, and again through a field covered to a depth of two feet with loose earth. A ten-horse power engine, weighing 8 tons, ran with four waggons attached to it out to a colliery 12 miles from Edinburgh; there received a load amounting, with the four waggons, to 32 tons, making the weight of the whole 40 tons; and then returned up inclines of 1 in 16 to Edinburgh. It wended its way, with its train of 90 feet, with perfect facility through the narrow streets of the old town, which chanced on the occasion to be thronged with vehicles carrying people to some open-air festivity. It turned all manner of sharp corners, ran down the steep hill to Leigh, entered a lane, and drove in through the gates of the factory, where it delivered its load. An engine was driven into a newly dug potato field, and there ran about in every direction, leaving the soil quite undisturbed. A ten-horse power engine, drawing a load of 17 tons of pig iron, was driven along the Granton Road at the rate of eight miles an hour. The same engine was run along the sea sands from Portobello to Joppa, running through the loose dry sand, over the soft wet sand, and even through a creek of running water, with as much ease as if it had been driving along turnpike road. It was driven over long beds of broken flint laid down for road mending, and the motion to these riding on it was as smooth and pleasant as if it had been going over a lawn, while the stones remained quite undepressed. A six-horse power engine, weighing 6 tons, took a load of 34 tons up an incline of 1 in 18. Engines with omnibuses attached to them have run frequently through Edinburgh up the long steep hill from Leith, and up and down the steepest streets of the city, always without a break. Their speed is from eight to ten miles an hour, and some very handsome steam omnibuses are now being constructed on this principle.

In Leith the Road-Steamer is constantly employed in conveying marine boilers (weighing 25 tons), marine screws, railway locomotives, and other enormous pieces of machinery to the docks or railway stations. When harnessed to its load it is driven straight to its destination without a single stoppage, and without interfering in any way with the street traffic. The Road-Steamer is likewise found to answer admirably in street-rolling, drawing the roller, which is separate, behind it. A Road-Steamer of six-horse power, which belongs to the owner of some very extensive flour mills, has been running for seven months between Aberdeen and the mills. The distance each way is three miles, and this it accomplishes in an hour. At first it performed four trips a day, but latterly it has been making six, taking a load of ten tons each time. The road over which it travels is perhaps the worst bit of road in the kingdom, being narrow and tortuous, and the gradients for one-half of it varying from 1 in 9 to 1 in 8. Up this incline of 1 in 8 the Road-Steamer, which weighs six tons, takes in tow a load of ten tons. It may help to realize what 1 in 8 represents, to mention that the steepest gradient in crossing the Simplon is 1 in 13. This engine has already run over 2500 miles, and has carried nearly 8000 tons, running six times daily through the chief streets of a busy city. To prove how incapable the Steamer is of injuring the road, various substances, such as bits of coal, potatoes, carrots, etc., have been thrown in its path, and after it has passed over them they have been picked up uncrushed. The Indiarubber tires have often been compared to the elephant's foot, with its soft and yielding pad. The Road-Steamer is exceedingly trim and compact. It runs on three wheels, two large ones and a smaller one in front. The Indiarubber tires for the three wheels of a ten-horse power engine weigh 14 cwt. To cast such enormous masses of vulcanized Indiarubber was in itself a question demanding no little ingenuity, study, and enterprise. The tires are guarded by flexible shields formed of open steel bars which give an excellent 'bite,' or hold, upon the ground, and while they do not in any way interfere with the elastic play of the Indiarubber, they afford such protection to it as to render it virtually indestructible. The shields, which are removable, are not used for driving over ice or frozen snow, as on such surfaces iron will not bite, and

here the Indiarubber is of immense advantage, as it runs over them with perfect ease, and without slipping. In running through sand, also, as in Egypt, the shields are entirely dispensed with.

These engines are now being built for the most various purposes, both for home and foreign use, and are being sent to the remotest localities. To us, with our colossal undertakings and almost unlimited powers of production, the services of the Road-Steamer will be of immense benefit, while in other countries and in the colonies, where the means of transport are not so fully developed, its sphere of usefulness seems incalculable. In France it will be of the greatest value. The French, unlike ourselves, contrive to make their railways pay. They content themselves with main lines which take their course past the great towns, and dispense, as much as possible, with branches which run away with the dividends. But though this is very advantageous to the shareholders, it much retards the progress of farmers and manufacturers removed from the grand route, and to them the Road-Steamer will be an extraordinary gain. One of these engines was recently shown in Paris, where it ran for some weeks with one of the great Versailles omnibuses, carrying 50 passengers, attached to it. It went up a paved street beside the 'Trocadéro,' where the gradients are 1 in 9, crossed the 'Rond Point' at hours when it was thronged with vehicles and equestrians, and in the beautifully level Paris streets easily attained a speed of 12 miles an hour. It was then despatched to a provincial town, where it was set to heavy work, and where its great tractive powers, its manageability, and its small consumption of fuel, were fully displayed. It met with the warmest recognition in France, and promises to become speedily naturalized there, French manufacturers having already arranged to build Road-Steams of different sizes. The specimen engine—temporarily admitted by Ministerial authorization—had to return to this country, as by the French patent laws the subject of every patent must be manufactured in France, and cannot, under any condition, be imported. For the conveyance of passengers and merchandise over the Alpine passes nothing could be found more effective than the Road-Steamer, with its faculty of taking twice its own weight up inclines of 1 in 12. In the colonies, where the value of produce mainly depends on the facility with which it can be brought to the ports, and where the difficulty of getting the crops to the harbour is often almost a matter of despair, the capabilities of the Road-Steamer will be keenly appreciated. Road-Steams are on their way to gold mines, copper mines, coal mines, and to do carrying service for planters.

The importance of the Road-Steamer for military purposes, owing to its great power, its lightness, and its independence of regularly constructed roads, was speedily perceived by several military engineers, who have followed its performances with deep interest, and at a very early stage of its history its special fitness for military requirements was ably discussed in a pamphlet by Capt. Trench. Perhaps its chief merit, from a military point of view, is the non-injury to the roads. It is hardly possible to express this strongly enough, for not only does it travel over the roads without the slightest injury to them, but it actually repairs and improves them. Some artillery officers were very much struck by this fact when observing a Road-Steamer, with a heavy vehicle attached to it, being driven round and round in a field thoroughly saturated with melted snow. The Road-Steamer left the merest track in the slushy ground, while the wheels of the vehicle behind cut it into deep ruts. But as the engine passed over these ruts, when retracing the circle, it effaced them, and by-and-by being detached, and allowed to run over the spot alone, it repaired the surface, and made it perfectly smooth and even. It was clear, therefore, that if Road-Steams were engaged in hauling cannon, on whatever kind of road, a second engine following in the path of the first, instead of aggravating the holes and ruts made by the artillery preceding it, would smooth them out and restore the road to a good condition for its successors. We learn that the Indian Government is about to inaugurate a new system of military transport by means of well-organized trains of Road-Steams, and that the first Road-Steamer to be used for this purpose is being sent out by the Suez Canal.

Clippings.

We are glad to find that the interest in the passages of the China clippers has not altogether passed away. The *Thermopylae* and *Sir Lancelot* have again been pitted against each other, in the passage from Foochow. The *Thermopylae* left Foochow on the 30th July, passed Anjer on the 28th Aug., and arrived in the Downs on the morning of the 11th Nov.—104 days. The *Sir Lancelot* left on the 2nd Aug., passed Anjer on the 4th Sept., and arrived in the Downs on the 12th Nov.—102 days; the passage from Anjer being done in sixty-nine days. These vessels made the passage last year in eighty-nine and ninety days. The *Undine*, from Shanghai, has also made the passage in 103 days.—*L. & C. Express*.

H. M. steamer *Algerine*, which left Singapore on the 17th Dec. to enquire into the piracy committed on board the schooner *Sree Singapura*, went first to Malacca, where she found the schooner repairing. She then took the schooner in tow and proceeded to the mouth of Salengore river—the scene of the piracy—and captured four men who had been implicated in it. These four men she placed as prisoners on board the schooner, which was anchored at the mouth of the river in charge of an officer and a number of the *Algerine's* men, and the *Algerine* herself proceeded up the Salengore river with a view, if possible, to reach the pirate haunts there said to exist. She had not long gone when several suspicious looking boats, well manned, rowed up to the schooner, and an attempt to board and recapture her was made; but the English sailors left on board proved too strong for the attempt, and the pirates were driven off. Later, however, as the number of boats began to increase, it was thought prudent to weigh anchor and return with the schooner to Malacca. The *Algerine* subsequently returned to Malacca, having captured all the pirates who plundered the schooner *Sree Singapura*, and recovered most of the booty. It is to be hoped this will check similar depredations in future.—*Straits Times*.

The circumstances under which the detachment of marines has been despatched for China is eminently illustrative of the policy pursued by the present Government with regard to the naval and military services. We believe it is now some six months since the receipt of a joint recommendation from Sir Harry Parkes and Vice-Admiral Kellett, that the troops quartered in Japan should be replaced by a body of marines, whom they considered better qualified to perform the duties required at that settlement than any other branch of the service. The recommendation was complied with in so far that the detachment was selected, the officers appointed, and other preliminaries settled, when the breaking out of the war caused the suspension of all preparations. The delay would doubtless have been further extended but for the news of the Tientsin Massacre, on receipt of which orders were sent down to forward matters with all possible haste, the destination of the detachment being at the same time changed to the China station, its subsequent movements to be left to the discretion of the Admiral. Instead, however, of employing a troopship, the Admiralty decided on chartering and despatching the *Juno*, thereby getting rid of a vessel whose slow steaming powers and general uselessness had provoked much unpleasant criticism. This arrangement was concluded without regard for the troops, who are thus destined to undergo a long voyage in the tropics, including a passage down the Red Sea, huddled together on a dark and miserable deck below that used by the crew of the vessel. The condition of affairs will be thoroughly appreciated when we mention that the *Juno* is a corvette, of 1,462 tons, that her complement is 235 officers and men, and that the marines and supernumeraries will swell the total to 686 souls, or eighty-one more than the complement of an ironclad of 4,000 tons. It was discovered at the last moment that so full is the *Juno* packed with her living freight that no space could be found for baggage, which must follow the troops in another vessel. This blunder will doubtless entail a greater expenditure than the charter of a suitable ship in the first place.—*L. & C. Express*.

His Excellency Sir Harry Parkes, accompanied by Lady Parkes, Mr. Gower, H. B. M.'s Consul for Hiogo and Osaka, Capt. St. John, R.N., and Mr. Aston, arrived at Wakanura in H. B. M.'s *Sylvia*, at daylight on the morning of the 22nd November, on a visit to the Prince of Kiushiu. A large temple had been prepared for their reception, and furnished throughout in European style; the rooms and extensive corridors were lined with handsome screens, and the floors covered with blankets and rich carpets, while the verandahs were hung with heavy purple crape curtains, on which were the Prince's crest. The grounds, which are very extensive and hilly, are beautifully laid out, and the shrubs, even to the summit of the hill, exquisitely trained and trimmed. The party landed at 9 A.M., and were received by some high officials and a guard of honor, and conducted to their residence. Soon after, Sir Harry Parkes, Mr. Gower, and suite, proceeded on horses to Wakayama (about two-and-a-half miles distant), escorted by a detachment of Lancers, (?) and visited His Highness the Prince, who received his visitors in the State Reception Room of the Castle. Shortly after 2 o'clock the Prince returned the visit, and paid his respects to Lady Parkes. The slight nervousness which His Highness exhibited in the morning had now completely disappeared, and he was at once on the most friendly terms with all present. Having taken leave of Lady Parkes, he proceeded on board the *Sylvia*, accompanied by Sir Harry Parkes, Capt. St. John, Mr. Gower and officers, in the steam launch, and was shown over the vessel. At the request of His Highness, a shot was fired, the progress of which he watched with considerable interest. In the evening Sir Harry and Lady Parkes, accompanied by Mr. Gower, Capt. St. John, Lieut. Holland, and Messrs. Aston and Sanders, went to the Castle to dinner, escorted by the Lancers and a numerous crowd of coolies with lanterns. In the absence of Her Highness (who was indisposed), a relative of the Princes received Lady Parkes, and bore herself throughout the evening with such ladylike ease and grace as to excite the admiration of all present. The dinner was a very sumptuous one; very long, very well served, and might have been very tedious, if not for the indefatigable exertions of Messrs. Gower and Aston, who contrived to keep up a most animated conversation. With coffee, some Japanese music was introduced, such as is seldom heard, and of so sweet and melodious a nature as at once to arrest the attention of all the guests, and to cause regret at its cessation. At 11 o'clock the company broke up, His Highness and his visitors equally delighted with the pleasant evening that had been passed.

The next day Sir Harry and Lady Parkes and party rode out to a temple called Nugero, about fifteen miles distant, and greatly admired the surrounding grounds and scenery. After having partaken of tiffin, which had been sent out, the party returned to Wakanura, and passed the evening quietly. It was noticeable that throughout the route taken by his Excellency and party—alike in streets, high roads and fields—the people were all on their knees while the somewhat lengthy cavalcade passed. The streets and roads were nicely swept and watered, and at the ferry a large and comfortably fitted up boat was in waiting at a jetty made expressly for the occasion. Bettos and barges were in waiting for the horses, and carpets laid down for dismounting. On returning through Wakayama, the streets were illuminated, and coolies with lanterns stationed along the road. Mr. Gower and Capt. St. John availed themselves of an invitation to shoot over the Prince's preserves, and brought back over 40 head of game.

On Thursday Sir Harry and Lady Parkes and Mr. Aston took their departure in the *Sylvia*, evidently highly gratified with their visit to Kiushiu.

It was intended that a Review of the Troops should have been held, but owing to so many being absent in different parts of the Province, it could not take place. Some of the companies were seen exercising, and the precision and steadiness with which they went through their drill were universally pronounced to compare most favourably with European troops, and reflect great credit on their instructor, a gentleman formerly holding a commission in the Prussian army.

Mr. Gower did not return with his Excellency, but remained for a few days and enjoyed

some shooting and excursions in the neighbourhood. He also paid a visit to H. E. Tzuda, Daisanji, and other officials, and on leaving was escorted to Osaka by an officer appointed by H. E.

All the visitors took away with them a most favourable impression of the country and the people; of the good order and discipline that were everywhere observed; of the sincere desire of all classes to acquire a knowledge of European arts, and of the aptitude evinced by them in learning.—*Japan Herald*.

The *Economist* says it is indispensable to seek some means of defence for our countrymen in China, which shall be more permanent, more complete, and less costly; and suggests that it might be found in the expedient devised a century and a half ago by the East India Company, namely, the construction of a building or fort strong enough to resist any attack not supported by powerful artillery—a fort to be garrisoned by sixteen or twenty gunners, and the European volunteers. It is not the Chinese army we have to fear, but the Chinese mob; and against an armed mob even an ordinary block house is a sufficient protection. The Sepoys in India were frequently beaten off from mere dwelling-houses, the windows of which had been protected by bags of sand. Four low towers connected by walls, with an ordinary flat and incombustible roof over the enclosure, a minute railway station in fact, would afford a sufficient retreat for a few days, during which the European residents would be able to read the mob a terrible lesson, until orders either arrived from Peking or support from the nearest squadron. Better still would be the plan of the old East India Company, of obtaining certain delegated rights over a limited plot of ground, within which the European municipality would be entitled to make its own byelaws, and defend itself as it best could. It should be observed that in China, as in India, civil residents are accustomed to a certain degree of self-defence, and would very gladly protect themselves by any device not requiring a great expenditure of time, as, for example, by enrolling themselves in volunteer artillery companies. Of course, it would be necessary to regulate any resort to means of defence; but the merchants are not eager to check trade, and there are consuls with considerable powers over their people. Fortified consulates would prevent many a Chinese war. Before any scheme of defence can be carried out, it is, however, necessary to resume, if possible, our ancient position of isolation. The European Powers in China have contrived in the course of years to hamper themselves by a system of alliance of no practical value and much practical injury. There seems no reason why we should exert ourselves to obtain concessions from Peking, which must be instantly shared with Powers who have scarcely any interests in China, or why we should give up the power of controlling our own people, because any ruling local committee must be international, and, therefore, inefficient.

SHARES AND STOCKS.

COMMERCIAL UO.	Tle.	Tle.	Tle.	
Shanghai Dock Co.	500	500	132	6 p.c.
Shanghai Gas Co.	100	100	128	12 p.c.
Singapore Racket Club ..	120	120	80	None.
Soochow Bridge Co.	100	100	200	15 p.c.
Shanghai S. N. Co.	100	100	122	12 p.c.
S. Tug & Lighter Co.	850	250	300	None.
* Hongkong Wharf Co.	300	250		"
Pootung Dock Co.	3,000	3,500	1,000	"
French Gas Co.	50	50	53	"
North China Insurance Co.	1,000	200	260	100 p.c.
China Japan Marine Ins. Co.	500	200	160	None.
China Fire Ins. Co.	500	100	165	12 p.c.
Victoria do.	500	100	130	12 p.c.
China Sea Sailing & Straits				
S. S. Co.	100	10	40	no ml]
China & Straits S. N. Co. ..	100	25	25	no ml]
North China Steamer Co. ..	500	500	110	20 p.c.
Union S. N. Co.	100	100	73	12 p.c.
Yangtze Ins. Assn.	500	500	713	15 p.c.
Recreation Fund.	\$ 50		\$ 16	None.
Union Insurance Society of				
Canton	\$5,000	1,000	2,000	Triennial
China Traders' Co. Limited	\$5,000	1,000	2,000	400
Hongkong Fire Insurance Co.	1,000	200	500	1 p.c.
Hongkong & China Gas Com-				
pany, Limited	210	210	\$50	7 p.c.
Bridge of Boats (Ningpo) ..	\$500	\$500		15 p.c.

* In course of formation.

SHANGHAI, 18TH JANUARY, 1871.

IMPORTS—SUNDRIES.

On the 11th January our last was published; since when the French mail of the 27th Nov. arrived on the 13th inst., bringing telegrams with London dates to the 19th December. Rumours are rife that later dates have been received, and that the French have made a successful sortie from Paris, re-entering the city at a point opposite to that at which they left. A large business has been done in imports, on speculation and chiefly to arrive;—full explanations of this class of business will be found in the paragraph below, intitled *Piece Goods*. We append a list of stocks of Manufactured Goods on the market on the 14th instant. The Chamber of Commerce have also published a list of stocks on the 31st December. Allowing for subsequent deliveries there is no remarkable difference in the two statements, save in the articles Drills and Jeans of all classes. In the former our stock is smaller by 50,000 pieces, and in the latter larger by 37,000 pieces; possibly these discrepancies may shortly be found out. In our comparative number last year we noticed the arrangement between the Japanese Government and Mr. H. N. Lay to import the material for some 300 miles of Railway, since when these works have been steadily progressing.

The arrivals have consisted in—On the 11th, *London Castle*; 14th, *Antipodes*, both from London; 15th, *Maria Rickmers* from Cardiff; 17th, *Nestor*, S. S. from Liverpool via Singapore and Hongkong, and *Mary Blundell* from Cardiff.

The Departures are—On the 12th, *James S. Stone* for New York.

PIECE GOODS.—Our issue for the last English mail was published on the 4th instant. Since then large speculative purchases of some plain Cotton staples have been made. The operators are principally foreigners, and the terms of the contracts are mostly for "arrival" or for distant clearance, say in all March next. This is not a healthy trade. The goods must all come on the market again, and some of them by the force of monetary pressure may have to be quitted at prices which will seriously affect the general tone of the market. Under these circumstances we do not give our usual list of sales, as it is next to impossible to form a true estimate of the business done when it is confined to Foreigners, and it would be useless as a guide, since the sales recorded do not in any way tend to the diminution of stocks. The natives have also been buying, but their purchases have taken a wider range, and embrace a greater variety of manufactures. Their notions, however, do not enlarge much, and their chief weakness still is for *anything cheap*. They do not seem so very particular as to the object so long as the desired pitch of cheapness is reached, and it must be somewhat comforting to them to find how fairly their views are accommodated in this respect.

The following figures, compiled from Mr. Sam Mendel's List of Exports, may prove interesting to our readers:—

EXPORTS FROM GREAT BRITAIN FOR 12 MONTHS ENDING 16TH NOV.

TOTAL TO CHINA & JAPAN, 1870.

Plain Cottons.....yards.....	359,332,433
Coloured Cottons.....".....	24,725,762
Printed Cottons.....".....	3,410,510
Wollens.....".....	6,596,268
Worsted.....".....	13,977,929
Long Ells.....".....	2,955,720

To SHANGHAI.

	1870.	1869.	1868.
260,496,366	211,832,830	248,040,531	
13,701,375	13,019,517	7,887,771	
4,997,919	4,888,270	3,818,387	
4,154,554	3,688,935	3,575,562	
10,843,128	11,491,107	12,001,416	
2,538,840	3,183,920	2,499,168	

From Hankow our advices are of markets fairly active, with moderate stocks of the chief Cotton staples.

Grey Shirtings.—Extensive speculative settlements of 8½ lb. makes are reported. The terms of the contracts are as above noted, and the prices paid have ranged between 11s. 2.10 @ 2.13 per piece for fair to best ordinary chops and 11s. 2.13 @ 2.15 per piece for Dewhurst's Eagle. For immediate clearance the

quotations are still 11s. 2.0.8 @ 2.1.3 per piece. A healthier business has been done in 7 lb., which have advanced in value, and are still saleable at quotations. For heavy Shirtings some enquiry has sprung up, but holders generally consider present offers too low, and hence few have changed hands.

WHITE SHIRTINGS have been in very good demand, and have improved considerably in value. 64 R., true count, is now saleable at 11s. 2.20 per piece, and not many offering at that figure. Holders generally are asking 11s. 2.25 per piece. The lower counts are also better, but the higher qualities have not been in such request as to materially alter quotations.

T-CLOTHS, like Grey Shirtings, have been largely dealt in for long clearance, but owing to the position of stocks being considered more favorable, and the supplies afloat supposed to be on a moderate scale, sellers have been enabled to establish a considerable advance in the value of all weights. This cloth is now firmly held at quotations; some of the native speculators are offering their previous purchases at the established improvement.

DRILLS.—The sales of English and Dutch fabrics are said to exceed 50,000 pieces, at from 11s. 2.80 @ 11s. 2.95 per piece. The buyers are Chinese, and the destination supposed to be Hankow and the Yangtze. 11s. 3 per piece has been offered and refused for best 15 a 16 lbs. English Goods. The business in American Cloth has been very small and quotations are unchanged.

JEANS.—The demand for Jeans has revived, but holders refuse to meet it at present offers. The enquiry is evidently speculative, in anticipation of a better market after the re-opening of the Northern trade.

FANCY COTTONS.—Although no improvement in price can be noted there is a better feeling prevalent in the market, and many articles are now asked for which for a long time past have been neglected. To a great extent, however, these may be classed under the head "anything cheap," but the natives offer cash for them, which indicates faith in the future of the market.

WOOLLENS.—Figured Orleans and Camlets are still the only articles which command a ready sale. The quotations shew little change, but best Camlets are in better request and the market for them has a hardening appearance. In the other descriptions of Woollens a desultory kind of trade is reported, but prices are irregular and the market is weak.

Stocks of Manufactured Goods on the 14th instant, exclusive of unpublished cargoes per *Althura*, *London Castle*, *Antipodes*, and *Nestor*, and based upon the Chamber of Commerce revised list of 31st July, 1870.

Grey Shirtings (all weights) 459,700 pieces.	
White do.....	228,300 "
T-Cloths.....	575,900 "
Drills of all kinds.....	126,700 "
Jeans do.....	84,700 "
Velvets.....	16,000 "
Velveteens.....	30,800 "
Chintzes.....	205,300 "
Turkey Red Cloth.....	43,000 "
Dyed Shirtings.....	16,400 "
Muslins.....	6,000 "
Dimities.....	23,600 "
Camlets.....	49,700 "
Long Ells.....	112,200 "
Lastings.....	10,400 "
Do. Crape.....	35,600 "
Lustres (plain figd. & craped).....	77,600 "
Spanish Stripes.....	25,100 "
Handkerchiefs.....	33,600 doz.

SPANISH STRIPES, C.P.H.—

Scarlet.....	yd. 0.4.7½ to
Dark Blue.....	" 0.5.2 "
Orange.....	" 0.3.5 "
Gentian.....	" 0.4.8 "
Green.....	" 0.4.0 "
Ash.....	" 0.4.0 "
White.....	" 0.4.2 "
Purple.....	" 0.5.5 "
Black.....	" 0.4.2 "
Brown.....	" 0.5.5 "

LONG ELLS, C.P.H.—

Scarlet.....	pc. 5.1.5 to
Dark Blue.....	" 4.3.5 "
Orange.....	" 3.8.5 "
Gentian.....	" 4.4.0 "
Green.....	" 5.5.0 "
Purple.....	" 4.8.5 "
Black.....	" 4.1.0 "
Brown.....	"

CAMLETS, C.P.H.—

Scarlet.....	pc. 10.8.0 to
Dark Blue.....	" 9.7.0 "
Orange.....	" 11.2.5 "
Gentian.....	" 11.5.0 "
Green.....	" 11.2.0 "
Ash.....	"
White.....	" 12.5.0 "
Purple.....	" 11.3.0 "
Black.....	pc. 8.2.0 "
Sky Blue.....	"
Brown.....	"

FIGURED ORLEANS—

Scarlet.....	pc. 3.8.0 to 4.0.0
Dark Blue.....	" 2.6.0 " 2.7.0
Straw.....	" 4.0.0 "
Gentian.....	" 3.2.0 " 3.3.0
Green.....	" 3.8.0 " 4.0.5
Ash.....	" 3.2.8 " 3.5.0
White.....	" 3.6.0 "
Purple.....	" 3.0.0 " 3.3.0
Black.....	" 3.2.0 " 3.4.0
Sky Blue.....	" 2.8.0 " 3.0.0
Brown.....	" 3.0.0 " 3.2.0
Lavender.....	" 3.5.0 " 3.7.0
Mauve.....	" 4.0.0 " 4.2.0

STRAITS' PRODUCE—DYEWOODS difficult to move; rates unchanged.

PEPPER.—Black, owing to small arrivals, has advanced 5 mace per picul, and finds ready buyers. White has declined 2 Taels per picul, it is saleable at 11s. 12.

TIN.—Not in demand.

SUGAR.—The market is inactive, and rates unchanged. Supplies of new are held back in Swatow in consequence. Imports since 5th instant, 10,357 White, 17,233 Brown. Exports, 3,763 White, 11,334 Brown.

METALS.—LEAD.—Quiet small sales of L. B. at 11s. 4.48.

IRON.—The market has been very quiet during the past week, only one small settlement of 2,400 bbls. Nail Rods being reported, at 11s. 2.20 per picul for small sizes of the best assortment. Stock some 250,000 bbls.

COALS.—The "Mary Blundell" and "Maria Rickmers" have arrived from Cardiff. This coal and anthracite are held for better rates. The market continues quiet, sales being confined to Japan kinds, rates for which are about 11s. 5.25.

FREIGHTS.—There is no improvement to note since we chronicled, though a fair number of charters have been effected. The approaching Chinese holidays suspend business with natives at this season. Coal freights from Japan have declined; one vessel has been fixed at \$2.25 per ton.

There is little doing for London; the "Sydenham" is still on the berth, at £2 per ton of 50 feet.

For New York, the "John Nicholson" and "Stantfield" are loading at £3 per ton of 40 feet. The "Witch" is full.

EXCHANGE may be said to be a trifle firmer, in some transactions marking a farthing advance. On London 6 months' sight Bank paper, 5s. 9½d. to 5s. 10d. First class credits to banks, 6 months' sight, 5s. 10½d.; to private buyers 5s. 10½d. a 5s. 10½d. Private and documentary 5s. 10½d. a 5s. 11d. On India, Bombay, and Calcutta, 3 days sight 30½ a 30¼. Hongkong; Bank, demand 25½ discount, 15 days' sight 25½ discount. Mexican dollars, Sh. 11s. 7.75 per 100.

Treasure Imported from 1st January 11s. 689,863, against in 1870, 11s. 754,512. Exported 11s. 995,158, against in 1870 11s. 1,000,300.

QUOTATIONS, DUTY PAID IN

SHANGHAI SCYEE.

11s. 7.75 EQUAL MEX \$100.

COTTON PIECE GOODS:

G. E. GREY SHIRTINGS,	T.m.c.	T.m.c.
38½ yds. 39 in. 7lbs.	pc. 1.7.8 to 1.8.2	
8½ to 8½ lbs.	" 2.0.8 " 2.1.4	
To arrive.....	" 2.1.0 " 2.1.5	
9 lbs.....	" 2.2.5 " 2.3.0	
9½ lbs.....	" 2.4.0 " 2.5.5	

G. E. WHITE SHIRTINGS

40 yds. 36 in. 52 seed...	pc. 1.5.0 " 1.6.0
56 Reed.....	" 1.8.5 " 1.9.0
60 ".....	" 1.9.5 " 2.0.5
64 ".....	" 2.1.0 " 2.2.5
66 to 72 reed.....	" 2.2.5 " 2.4.2

AMERICAN DRILLS.—

40 yds. 30 in. 15lbs....per piece 3.2.0, 3.3.3

AMERICAN JEANS,—

30 yds. 30 in. 8½lbs....per piece 2.3.0, 2.3.5

AMERICAN SHEETINGS.—to arrive			
40 yds. 40 in. 15lbs...			
ENGLISH DRILLS.—			
40 yds. 30 in. 14 a 15 lbs. per piece	2.85	3.00	
ENGLISH JEANS, 8 lbs...	2.20	2.27	
DUTCH DRILLS.—			
30 inch. 40 yds.....per piece	2.80	2.95	
DUTCH JEANS.—			
30 inch. 30 yds.....per piece	2.25	2.30	
T-CLOTHS—6lbs., 24			
yds. 32 in Ordinary...per piece	1.17	1.25	
7 lbs., do. do.	1.38	1.45	
6 lbs. Mex.	1.35	1.45	
7 lbs.	1.52	1.63	
6 to 8½ lbs.....	1.82	1.95	
	X X	0.00	2.35
HANDKERCHIEFS, Blue...P doz.			
Brown	0.50	0.60	
White Figured SHIRTINGS Ppc.	0.36	0.40	
Dyed	2.85	3.00	
BROCADES—			
White 40 yds.....Ppc.	2.25	2.30	
Dyed	2.90	3.05	
DAMASKS, Dyed, 40 yds.	4.50	5.03	
GENTIAN SHIRTINGS.....	2.35	2.50	
CHINTZ—			
Assorted	Ppc. 1.10	1.33	
Blue and Brown	1.00	1.15	
Scarlet	1.40	1.60	
TURKEY REDS, 24 yds.....			
Do. Best	1.70	2.10	
	2.25	2.50	
VELVETS—			
Black, 22 in.	Yd. 0.14	0.16	
Blue, 22 in.	0.14	0.16	
VELVETEENS—			
Black, 18 in.	0.08½	0.10	
26 in.	0.14	0.15	
DIMITIES, 12 yds. 37 in.	Ppc. 1.00	1.05	
MUSLINS, 12 yds. 42 in.	0.85	0.90	
CAMLETS, English—			
S, 56 yds.....	Ppc. 11.00	11.25	
SS	10.00	10.50	
SSS	9.00	9.25	
SPANISH STRIPES	Yd. 0.42	0.47	
T. T. R.	0.50		
MEDIUM BROAD AND HABIT			
CLOTH	0.70	1.20	
LONG ELLS—			
Scarlet, 24 yds. H H ...Ppc.	5.05	5.10	
" C P H	5.15		
Assorted, H H			
" G G	4.40		
LASTINGS, 30 yds.	8.50	10.00	
CAPE LASTINGS, 30 yds.	4.25	5.25	
CAPE LUSTRES.....	2.70	3.00	
ORLEANS—			
Figured, 30 yds.....Ppc.	3.20	3.70	
Plain, 30 yds.....	3.80	3.70	
IRON—			
Nail Rod small sizes	Ppl. 2.00	2.20	
Fair to good assortments.	1.70	1.85	
Hoop	1.65	1.75	
Flat and Round	1.85	2.10	
LEAD	noml. Ppl. 4.40	4.50	
TIN PLATES	Pbox 4.00	4.20	
STEEL	Ptub 2.50	2.80	
FLINTS	Ppl. 0.55	0.60	
WINDOW GLASS.....	Pbox 2.00	2.20	
PEPPER—			
Black	Ppl. 9.00	10.00	
White.....	14.00		
BETEL NUT—			
Cochin China	Ppl. 2.50	3.00	
Singapore	1.80	2.40	
RATTANS—			
Straits, common	Ppl. 2.60	2.80	
Banjermassing	3.50	4.80	
SAPAN WOOD—			
3 pieces weighing 1 pcl. Ppl.	2.50	2.80	
6 a 7 " " " " " "	1.40	1.50	
SANDAL WOOD—			
Best picked.....	Ppl. 3.50		
South Sea Island	3.20		
Malabar	12.00	14.00	
MANGROVE BARK—			
Singapore and Penang ...Ppl.	1.00	1.30	
TIN—			
Straits.....	Ppl 19.25	20.00	
Malacca	25.50	26.00	
RICE—			
Arracan and Rangoon...Ppl.			
Siam, Cargo	1.00	1.20	
Bengal, com. to middling ..	1.20		
good to fine.....	1.50		
Chinese	1.20	1.60	
Japan	1.30		
SUGAR—			

Black, Swatow & Amoy.....Ppl.	2.40	3.00
Formosa	2.30	3.00
Brown, Hainan	3.20	3.30
Formosa & Amoy...	2.95	3.65
Swatow	3.20	3.80
Canton	2.45	2.65
Manila.....	3.20	3.00
White, common to fair...	4.30	5.20
medium	5.80	6.10
fine to finest	7.00	7.50

COALS—Cargo quotations afloat.			
Cardiff.....	10.00 to		
English	8.00		
Anthracite	10.50		
Australian Northern	8.00		
Do. —Southern	8.00		
Japan	6.25		
Formosan.....	5.50		
Russian	5.00	5.50	

OPIUM.—*Malwa*.—The market has been dull throughout the fortnight at slightly lower rates than we quoted for the last mail. Closing quotation Tls. 478.

Patna.—The market is steady; but operations have been on a limited scale. We quote old Tls. 432, new Tls. 430.

Benares has ruled rather firmer, in consequence of news of a stronger market in Hongkong. Closing rates Tls. 413 old; Tls. 410 new.

	<i>Malwa</i>	<i>Patna</i>
	chests	chests
Remaining Stock 4th Jan., ...	1,754	726
Imports since last Stock	1,183	325
Total.....	2,942	1,051
Deliveries	608	394
Present Stock.....	2,334	657

EXPORTS.

TEA.—There has been a fair amount of business done in Tea during the fortnight and the demand for Green Tea for the English market has been maintained.

Our Export to date as compared with that of last season is as follows:—

To Great Britain	Black 1,572,000 lbs. Excess.
Do.	Green 3,396,000 ,, Deficiency.
To America	Green 2,865,000 ,, Excess.

BLACK.—Settlements have taken place to a fair extent and we quote no change in prices. Our stock comprises very little Tea which can be classed as really good common Congou. Settlements 5,200 chests. Shipments 3,600 chests. Stock 8,700 chests.

Prices paid have been:—

	Ex. 5s. 10½d. Freight £2.
Hohows & Ningchows	Tls. 14½ a 18½ = 0s. 10d. a 1s. 0½d. per lb.
Oonahms, Oonfas	Tls. 14½ a 15½ = 0s. 10½d. a 1s. 10½d. ,,
Oopacks	Tls. 20 a ... = 1s. 1½d. a ... ,,

GREEN.—The transactions for the fortnight have been somewhat considerable and have again been almost equally divided between the English and American markets. For the former the demand has run on common to good Fychows, which in some instances show good value. The few fine parcels settled show a marked advance and compare unfavorably with previous purchases. The Moyunes bought a month ago at from Tls. 33 a 42 show better value to the extent of Tls. 2 a 3 per picul. Our stock is rapidly decreasing and supplies are coming forward slowly; Teamen affirm that there is but little more Tea to come down and that there will be a considerable deficiency in the total supply.

Settlements &c.—Pingsueys	250 ½-chests.	Stocks ... 1,800 ½-chests.
Fychows, Teenkais, &c.	19,800 ,,	Do. ... 32,500 ,,
Shanghai packed	830 ,,	Do. ... 2,500 ,,
	20,880 ½-chests.	36,800 ½-chests.

Prices paid have been:—

	Ex. 5s. 10½d. Freight £2.	Ex. 5s. 10½d. Freight £3.
	London.	New York.
Pingsuey chops	Tls. 36½ a ... = 1s. 11½d. ...	= 77 a ... cents D.P.
Fychows, Teenkais &c.	Tls. 20 a 42 = 1s. 1½d. a 2s. 2½d. ...	= 55½ a 84½ ,,
Shanghai packed	Tls. 31½ a ... = 1s. 8½d. ...	= 70½ a ... ,,

From HANKOW and KIUKIANG there is nothing of interest to report.

Export to Great Britain is as under—

	1870-71.	1869-70.
BLACK.....	59,552,077 lbs.	57,980,349 lbs.
GREEN	6,298,360 ,,	9,694,415 ,,
	65,850,437 lbs.	67,674,764 lbs.

Export to United States and Canada—

	597,730 lbs.	217,380 lbs.
BLACK.....	16,258,957 ,,	13,394,626 ,,
GREEN	16,856,667 lbs.	13,612,006 lbs.

SILK.—During the past two weeks there has existed a good demand for Silk, and fully 1,500 bales have found buyers at prices showing little if any change as compared with the quotations current a fortnight ago. The particulars of the transactions are reported as follows.

150 bales Tsatlees good, say 3 @ 3½.....	at Tls. 535 a 585
550 " Do. medium ,, 4 @ 5	at Tls. 470 a 520
150 " Karshing and other Taysams.....	at Tls. 450 a 525
100 " Hainings (Market) say 2 @ 3.....	at Tls. 455 a 480
350 " Re-reeled Tsatlee and Hainings.....	at Tls. 535 a 610

In Chop Tsatlees the following are reported settled:—"Dragon" at Tls. 585 per picul; "Cock & Worm" at Tls. 580 per picul; "Cat and Bee" (Sun meh's) at Tls. 570 per picul; "Sun e tah" at Tls. 565 per picul; "Incense" Tls. 560 for No. 3 and Tls. 530 per picul, for No. 3½; and Tls. 515 per picul, for "Elephant" (No. 4); which give a cost of 1s. 0d. over last home value. Red Peacock is held for Tls. 510 per picul. The American mail which left on the 15th had 197 bales of Silk on board, the greater proportion of which consisted of Re-reeled Silks. The arrivals from the interior have been very small, amounting to barely 400 bales, and the unsold Stock on this Market consequently is reduced to 2,500,300 bales. At the above quotations the natives are willing sellers, being desirous of quitting their stocks before the Chinese New Year day (which falls on the 19th prox.); but the anxiety to realize noticeable at the close of last mail has been eradicated by the eagerness with which buyers have entered the market and taken Silk at such dangerously high prices as are at present current.

QUOTATIONS.

	Taels per picul.	Sterling Cost per lb. laid down in London at Exchange 5/11 per Tael.	Francs p. kilo. laid down in Lyons at Exchange 7.45.	London value per lb. 18th Nov.
<i>Tsallee</i> ,—Chop No 1.....	610 a 630	s. d. s. d. 31 8 a 32 9	Fr. Fr. 88 a 91	s. d. s. d. 31 0 a 31 6
" " 2.....	590 a 610	30 7 a 31 8	85 a 88	30 0 a 30 6
" " 3.....	570 a 590	29 6 a 30 7	82 a 85	29 0 a 29 6
" " 3½.....	550 a 570	28 5 a 29 6	79 a 82	28 0 a 28 6
Ordinary No. 3½ and } Chop No. 4.....	530 a 540	27 4 a 27 11	76 a 77	27 0 a 27 6
Ordinary No. 4.....	510 a 520	26 3 a 26 10	73 a 74	25 6 a 26 0
" " 5 & com.....	480 a 500	24 10 a 25 10	69 a 72	23 0 a 24 6
<i>Karshing</i> } Chop No. 1.....	500 a 520	25 10 a 26 10	72 a 74	26 0 a 26 6
<i>Taysam</i> } " " 2.....	480 a 490	24 10 a 25 4	69 a 70	24 0 a 25 0
" " 3.....	450 a 460	23 4 a 23 10	65 a 66	22 6 a 23 6
" " 4, 5 & com.....	410 a 420	21 4 a 21 10	59 a 60	20 6 a 21 6
<i>Chin Cum</i> } No. 1.....	None.	.....	.....	None.
<i>Taysam</i> } " 2.....	None.	.....	.....	20 0 a 20 6
" " 3.....	None.	.....	.....	19 0 a 19 6
" " 4 & com.....	400 a 415	20 10 a 21 7	58 a 60	18 0 a 18 6
<i>Tuenfa</i> , and } Chop No. 1.....	None.	.....	.....	26 0 a 26 6
<i>Hainings</i> ,... } " " 2.....	460 a 480	23 10 a 24 10	66 a 69	25 0 a 25 6
" " 3.....	430 a 450	22 4 a 23 4	62 a 65	23 0 a 24 0
" " 4 & com.....	400 a 420	20 10 a 21 10	58 a 60	21 0 a 23 0
<i>Hangchow Tsallee</i> ,.....	440 a 450	22 10 a 23 4	63 a 65	22 6 a 23 6
<i>Laeyongs</i>	None.	.....	.....	17 0 a 18 6
<i>Sewhings</i>	360 a 410	18 10 a 21 4	52 a 59	18 0 a 21 0
<i>Throws</i> , (Trans.).....	410 a 470	22 10 a 24 4	63 a 67	22 0 a 24 0
<i>Re-reeled Hainings</i> ,.....	560 a 610	29 0 a 31 8	80 a 88	26 0 a 30 0
<i>Do</i> , <i>Tsallees</i>	550 a 610	28 5 a 31 8	79 a 88	25 0 a 28 0
<i>Szechuens</i> , fair to fine.....	350 a 360	18 4 a 18 10	51 a 52	.....
<i>Do</i> , common & coarse.....	220 a 240	11 10 a 12 10	33 a 35	.....

The P. and O. Co. Steamer "Ottawa" has about 500 bales of Silk now engaged.

SETTLEMENTS OF TEA.

From 1st June to 14th January, Season 1870 to 71.

BUYER.	BLACK TEA.	GREEN TEA.
	Chests. Half-chests.	Half-chests.
Messrs. Adamson, Bell & Co.....	30,130	10,193
" " Barnett, G. & Co.....	.....	2,024
" " Birley, Worthington & Co.....	34,339	15,351
" " Blain & Co.....	11,582	16,833
" " Bourjau, Hubener & Co.....	1,055	804
" " Brand, Monro & Co.....	10,675	6,683
" " Bull, Purdon & Co.....	2,689	3,582
" " Butterfield & Swire.....	8,724	5,188
" " Chapman, King & Co.....	9,840	11,579
" " Cock, Alexander.....	37,952	8,392
" " Dent & Co.....	4,583	2,081
" " Dent, Alfred & Co.....	7,525	1,751
" " Dickinson & Co.....	3,119	3,003
" " Drysdale, Ringer & Co.....	2,564	6,591
" " Fogg & Co.....	.....	5,827
" " Gamwell, F. R. & Co.....	440	802
" " Gibb, Livingston & Co.....	17,473	5,812
" " Gilman & Co.....	21,523	26,087
" " Glover, Dow & Co.....	1,540	.....
" " Heard, Augustine & Co.....	3,665	2,220
" " Hogg, Brothers.....	7,528	4,256
" " Holliday, Wise & Co.....	4,138	1,511
" " Jardine, Matheson & Co.....	17,103	4,986
" " Little & Co.....	7,329	3,740
" " Olyphant & Co.....	11,032	10,331
" " Overbeck & Co.....	1,748	1,100
" " Overweg & Co.....	11,775	4,668
" " Petrocchino & Co.....	1,717	3,139
" " Pustan & Co.....	2,368	4,100
" " Reid & Co.....	8,794	8,486
" " Reiss & Co.....	22,978	14,441
" " Rothwell & Co.....	4,817	1,305
" " Russell & Co.....	3,085	1,366
" " Sassoon, David Sons & Co.....	3,453	.....
" " Shaw, Brothers & Co.....	1,022	1,093
" " Smith, Archer & Co.....	1,293	680
" " Tate, & Hawes.....	13,809	8,691
" " Textor & Co.....	215	1,539
" " Thorne, Brothers & Co.....	11,441	4,696
" " Turner & Co.....	11,959	4,214
" " Weston & Co.....	7,122	4,437
By Sundries.....	139	774
Total.....	364,273	218,909

372,620

EXCHANGE AND BULLION.

There has been a fair amount of private sterling placed, but only a moderate amount of Bank Bills, at quotations below; rates closing pretty firm.

On London—	Per Tael.
Bank Bills, 6 months' sight 5s. 9½d. @ 5s. 10d.	
Credits, " " 5s. 10½d. @ 5s. 10½d.	
Bills, 6 months' sight... 5s. 10½d. @ 5s. 11d.	
On Calcutta—	
Bank Bills, 3 days' sight... Rs. 303½. @ 304.	
On Bombay—	
Bank Bills, 3 days' sight... Rs. 303½. @ 304.	
On Hongkong—	
Bank Bills, demand... 25½ & cent. disc.	
Private, 15 days' sight... 25½	

BULLION.

GOLD BARS.—Pekin, 96 touch, Tls. 169.50 per bar of 10 Taels Shanghai weight.
BAR SILVER.—111.40 Shanghai Taels, per 100 Taels Canton weight.
MEXICAN DOLLARS.—74.75; CAROLUS—75.70.
COPPER CASH.—1,560 per Tael.

HANKOW, JANUARY 11, 1870.

IMPORTS.

Our last issue was dated 28th ulto. The business which has since transpired has been chiefly in Grey Cottons and on a small scale.

GREY SHIRTINGS—	T.m.c.	T.m.c.
7 lbs.....	pc.	1.7.8 to 1.8.0
8½ " " " " " "	"	2.1.4 " 2.1.9
9 to 9½ " " " " " "	"	2.4.0 " 2.5.1
WHITE SHIRTINGS—		
56 to 60 reed.....	"	1.9.0 " 2.1.2
64 to 66 " " " " " "	"	2.1.5 " 2.3.0
68 to 72 " " " " " "	"	2.3.5 " 2.6.0
T-CLOTHS— 32 in. wide...	"	1.1.5 " 1.2.8
32 " " " " " "	"	1.3.8 " 1.5.8
36 " " " " " "	"	1.7.0 " 1.8.5

DRILLS—		
American, 40 yds.....	"	3.2.0 " 3.4.0
English, 40 yds.....	"	2.9.0 " 3.0.4
Dutch.....	"	2.8.2 " 2.9.5
HANDKERCHIEFS, Brown... P doz. 0.4.8	"	nom.
Blue.....	"	0.5.5 " 0.6.0

SPOTTED SHIRTINGS—		
White.....	"	2.1.5 " 2.1.8
Dyed, Assorted.....	"	2.7.0 " 2.9.0
BROCADES—		
White.....	"	2.1.5 " 2.1.8
Dyed, Assorted.....	"	2.9.0 " 3.0.8

DAMASKS—		
White.....	"	4.8.0 " 5.1.0
Dyed, Assorted.....	"	1.0.5 " 1.5.5

VELVETS—		
18 in. Black.....	"	0.1.0.5 " nom.
22 in. Black.....	"	0.1.6 " 0.1.7.5

ORLEANS CLOTH—		
Figured.....	"	3.3.0 " 3.7.5
CHINA CLOTHS.....	"	2.9.0 " 3.1.2

WOOLLENS—		
Spanish Stripes.....	"	0.4.6 " 0.4.8
Medium Cloth.....	"	0.8.0 " 1.0.0
Habit Cloth.....	"	1.1.0 " 1.3.5
Broad Cloth.....	"	1.1.5 " 1.5.0
Camlets, English, S.....	"	11.0.0 to 11.5.0
SS.....	"	9.5.0 " 10.0.0
Common.....	"	9.0.0 " 9.5.0
BBB.....	"	

LASTINGS.....	"	8.5.0 " 10.5.0
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LONG ELLS—		
H H Scarlet.....	"	5.1.0 " 5.1.0
Assorted.....	"	4.9.0 " 4.9.0
G G Scarlet.....	"	5.1.0 " 5.1.0
G G Assorted.....	"	4.9.0 " 4.9.0

METALS—		
Lead.....	"	4.7.0 " 4.8.0
Tin.....	"	26.0.0 " 26.0.0

RAW COTTON.....	"	14.5.0 " 16.5.0
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SEGAR—		
Brown, Canton.....	"	3.5.5 " 3.8.0
Amoy, &c.....	"	2.5.0 " 3.0.0
Munila.....	"	3.4.0 " 3.5.5
White, No. 1.....	"	7.0.0 " 7.0.0
No. 2.....	"	6.6.0 " 6.6.0

JAPAN PRODUCE—		
Seaweed, long.....	"	3.7.0 " 3.9.0
Cut.....	"	3.5.0 " 6.0.0
Isinglass.....	"	17.0.0 " 31.0.0
Mushrooms.....	"	27.0.0 " 32.0.0
Cuttle Fish.....	"	11.8.0 " 15.4.0

STRAITS PRODUCE—

Pepper, Black	13.0.0	.....
Rattans	9.0.0	10.0.0
Sandalwood, old	3.0.0	.....
new	2.1.0	2.3.0
Sapan wood .....	.....	.....

OPPIUM—

Malwa	ch. 500 a 505	.....
Patna new	460	465
old	405	.....

EXPORTS.

TEA.—Since the issue of last advices two small parcels of Seangtam Tea have been settled and about 400 chests have been shipped to Shanghai on native account.

Cost at Ex. 5s 11d. & Frt. £2. *

Settlements.—715 Chests at Tls. 11.00 @ 11.25 per picl. 10½d. @ 10½d. per lb.

* Shanghai rates, about Tls. 4.25 per picul being added for Duty, Exchange, &c.

The following is a comparative statement of statistics to date—

	1870 × 1871.	1869 × 1870
Settlements.....	223,478	242,431
Contracts.....	10,719	16,054
Shipments.....	262,467	239,098
Total Shipments...	496,664	497,583
Stock.....	1,300	nil.
Total Arrivals...	497,964	497,583

§ Exclusive of 42,833 packages Ningchows and Hohows, settled this season, against 10,924 packages last year.

The following is a comparative statement of the Export hence:—

1870 × 71	49,420,040 lb.
1869 × 70	50,067,359 "
1868 × 69	46,269,661 "

The following are quotations for the other articles of Export:—

OILS—

Sow-yow, 73 cetties T.m.c. = T.m.c.
Hongkong-yow, 54 cetties 5.0.0, 5.1.0
Pa-Tong-yow P pl. 4.7.0, 4.9.0
Chayow 6.0.0, 6.1.0

TALLOW P pc. 11.4.0, 11.6.0
FUNGUS P pl. 16.6.0, 17.0.0

WAX—

White 103.0.0, 109.0.0
Yellow..... " " " " " "

RHUBARB, Szechuen..... 6.0.0, 10.0.0
Shensi 18.0.0, 70.0.0

TOBACCO—

Green 28.0.0, 43.0.0
Yellow..... 19.0.0, 37.0.0
Leaf..... 5.5.0, 7.0.0

HEMP—

White..... 5.2.0, 7.0.0
Green..... 6.4.0, 6.8.0

SAFFLOWER, Szechuen 85.0.0, 94.0.0
Do. Houad 28.0.0, 35.0.0

GALLNUTS, Szechuen 4.3.0, 4.5.0
Do. Oonam 4.3.0, 4.5.0

EXCHANGE.—The following are the present quotations:—On Shanghai, Bank—demand, 1½ per cent. discount. Private—10 d's sight 2 per cent. discount. On Hongkong, Bank—demand 26½ per cent. discount. On London Bank—6 m's sight 5s. 11d. per tael. On demand 5s. 9½d. per tael. Credits 6s. 0½d. per tael. Interest on short loans 10 a 12 per cent. per annum.

Import of Sycee Tls. 19,470. Export of Sycee Tls. 246,692.

COPPERCASH:—Tls. 0.605 per 1,000.

FREIGHTS:—The rate per str. to Shanghai is Tls. 5, and to Ningpo Tls. 6 per ton o 40 cubic feet.

LIST OF SILK SHIPPERS.

From 1st June to 14th January, 1871.

Adamson, Bell and Co.....	770
F. H. Balfour	410
Barnet and Co.	1,035
Birley, Worthington and Co.....	538
Birt & Co.	188
Bland, J., ...	150
Borntrager and Co.....	422
Bourjau, Hubener and Co.	233
Bovet, Brothers and Co.	220
Bower, Hanbury and Co.	1,675
Brand, Monro and Co.	1,980
Bull, Purdon and Co.....	41
Chapman, King and Co.	186
Chinese	165
Cumme and Co.	66
Dent and Co.	164
Dickinson and Co.	5
Essex and Co.	677
Fogg and Co.....	211
Gamwell, F. R.	599
Gibb, Livingston and Co.	433
Gilman and Co.	1,194
Glover, Dow and Co.	266
Heard, Augustine, and Co.	652
Helbling and Co.....	44
Hogg, Brothers	419
Jardine, Matheson and Co.	815
Jarvie, John, and Co.	1,424
Meynard and Co.	40
Milson and Tod.....	1,015
Nachtrieb, A., and Co.	512
Petrocchino and Co.	165
Pila and Co.	158
Pustau, Wm. and Co.	35
Reid and Co.	85
Reiss and Co.	88
J. S. Robison, ...	58
Russell and Co.	1,281
Remé, Wm. and Co.	895
Sassoon, David, Sons and Co.	150
Sassoon E. D. and Co.	33
Scheibler, Matthaei and Co.....	511
Shaw, Brothers and Co.	568
Siemssen and Co.	623
Skeggs and Co.	1,620
Smith, Archer & Co.	209
Textor and Co.	865
Thorne, Brothers and Co.....	289
Trautmann and Co.	63
Turner & Co.....	323
Westall, Brand and Co.....	178
Sundries	3,020
Total Bales.....	27,728

SHIPPERS OF TEA FROM HANKOW.

Season 1870-71.

SHIPPERS.	FROM 16TH DEC. TO DATE.				TOTAL TO DATE.			
	Chops.	Chests.	Half-chests.	Boxes.	Chops.	Chests.	Half-chests.	Boxes.
Adamson, Bell & Co.	...	...	...	...	5	2,070	...	...
T. F. Ballance	...	...	...	...	13	4,480	350	1,300
Beazley, Paget & Co.	...	...	...	...	33	8,040	6,720	460
Brondsted & Luddeke	...	...	...	...	24	9,400	3,400	...
Drysdale, Ringer & Co.	...	...	...	...	88	31,290	11,850	5,370
Evans & Rainbow	...	...	...	...	64	25,910	6,580	2,500
Gibb, Livingston & Co.	...	...	...	...	27	8,040	4,850	770
Gilman & Co.	...	...	...	...	28	9,120	7,160	...
Gordon Brothers	2	940	...	...	119	39,380	15,630	3,040
Haminoff, Rodionoff & Co.	...	...	...	...	10	3,190	1,400	200
A. Heard & Co.	...	...	...	...	3	1,300	360	...
Holliday, Wise & Co.	...	...	...	...	3	1,540	...	...
Ivanhoff, Oberin & Co.	...	...	...	...	51	17,970	3,110	...
Jardine, Matheson & Co.	...	...	...	...	11	4,050	2,380	1,160
Major & Smith	...	...	...	...	36	13,050	1,940	...
Okooloff & Tokmakoff	...	...	...	...	56	16,480	8,400	...
Overweg & Co.	...	...	...	...	5	2,480	2,080	...
Pugh & Co.	...	...	...	...	4	1,100	1,560	390
Russell & Co.	...	...	...	...	...	...	...	...
D. Sassoon, Sons & Co.	...	...	...	...	6	3,280	...	500
Shaw, Ripley & Co.	...	...	...	...	5	770	240	200
E. Townend & Co.	...	...	...	...	30	7,470	2,150	1,090
Turner & Co.	...	...	...	...	6	3,720	...	...
Native shipments.....	...	...	...	...	689	264,370	...	...
Total.....	2	940	...	...	1317	478,530	80,160	18,980

Hankow, 80th Dec., 1870.

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METEOROLOGICAL TABLE.

CHINKIANG, DECEMBER 1870.

Date.	Thermometer.		Aneroid Barometer.	Direction Force of Wind.	Weather.
	8 A.M.	4 P.M.			
1	50	53	29-97	W	6 B & R
2	46	53	29-92	"	2 B
3	47	56	29-85	"	5 C
4	40	52	30-01	"	2 B & C
5	45	50	30-03	S	1 C
6	46	57	29-82	NW	1 B
7	48	47	30-14	NNW	6 C
8	41	43	30-14	NNW	5 "
9	40	49	29-94	W	1 B
10	40	44	30-07	"	2 C
11	40	47	30-02	SW	2 B
12	40	51	29-92	SE	1 C
13	42	54	29-91	WSW	1 C
14	49	56	30-02	East	1 B & C
15	50	57	30-00	SE	6 B & C
16	51	61	29-82	W	6 B
17	52	49	29-80	NE	9 B & C
18	31	41	30-02	East	1 B & C
19	44	47	29-75	"	5 "
20	42	47	29-73	North	1 B
21	40	47	29-65	NW	6 "
22	42	41	29-92	ENE	9 "
23	30	33	30-14	North	6 "
24	26	30	30-05	WNW	1 "
25	30	29	29-74	SW	1 "
26	42	50	29-64	W	1 M
27	41	46	29-86	North	2 "
28	30	40	29-87	SE	1 B
29	44	49	29-70	North	6 U
30	34	44	30-03	NW	1 B
31	37	42	30-05	SE	1 B

ABBREVIATIONS.

2, light breeze; 3, fresh breeze; 4, strong breeze 5, strong gale.
B, blue sky; C, clouds, detached passing clouds; D, drizzling rain; G, gloomy dark weather; H, hail; M, misty hazy atmosphere; O, overcast; R, rain, continued rain; S, snow; U, ugly threatening appearance.